Addendum No. 1 to the Mitigated Negative Declaration

For the Tres Cerritos Project

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FIRST ADMINISTRATIVE SCREENCHECK DRAFT (NOT FOR PUBLIC DISTRIBUTION)
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ACRONYMS AND ABBREVIATIONS

Acronym	Definition
§	Section
§§	Sections
>	greater than
≥	greater than or equal to
a.m.	Ante Meridiem (between the hours of midnight and noon)
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
AB 32	California Global Warming Solutions Act of 2006
AB 52	Native Americans: California Environmental Quality Act
AB 1493	Pavley Fuel Efficiency Standards AB 1881California Assembly Bill 1881, California Water Conservation Act of 2006
AC	Acres
A/C	air conditioning
ACOE/Corps	Army Corps of Engineers
AERMOD	Air Quality Dispersion Modeling
AIA	Airport Influence Area
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AMSL	Above Mean Sea Level
APN	Assessor Parcel Number
AQIA	Air Quality Impact Analysis
AQMP	Air Quality Management Plan
ASTM	American Society of Testing and Materials
BACM	Best Available Control Measure
BACT	Best Available Control Technology
BERD	Built Environment Resource Directory
Blvd.	Boulevard
BMPs	Best Management Practices
BRM	Biological Resources Memorandum
BTR	Biological Technical Report
CAA	Federal Clean Air Act
CAO	Cleanup and Abatement Orders
CAAQS	California Ambient Air Quality Standards
CadnaA	Computer Aided Noise Abatement
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALGreen Code	California Green Building Standards Code
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAP	Climate Action Plan

ACRONYMS AND ABBREVIATIONS

Acronym	Definition
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDC	California Department of Conservation
CDFG	California Department of Fish and Game
CDFW	California Department of Fish and Wildlife
CDO	Cease and Desist Orders
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CH_4	Methane
CHL	California Historical Landmark
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
CPEP	Clean Power and Electrification Pathway
CPHI	California Points of Historical Interest
CRA	Cultural Resources Assessment
CRHR	California Register of Historical Resources
CWA	Clean Water Act
CY	Cubic Yards
dB	Decibel
dBA	A-weighted Decibels
DBESP	Determination of Biologically Equivalent or Superior Preservation
DIF	Development Impact Fee
DTSC	Department of Toxic Substances Control
DU	Dwelling Unit
DU/AC	Dwelling units per acre
EIR	Environmental Impact Report
EI	Expansion Index
EMWD	Eastern Municipal Water District
e/o	East of
EOP	Emergency Operations Plan
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
et seq.	*et sequentia*, meaning "and the following"
EV	Electric Vehicle

ACRONYMS AND ABBREVIATIONS

Acronym	Definition
F	Fahrenheit
FCS	First Carbon Solutions
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FICON	Federal Interagency Committee on Noise
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FPP	Fire Protection Plan
ft	feet
FTA	Federal Transit Administration
GCC	Global Climate Change
GHG	Greenhouse Gas
GHGA	Greenhouse Gas Analysis
gpd	Gallons per Day
GWP	Global Warming Potential
HCP	Habitat Conservation Plan
HFCs	Hydrofluorocarbons
HFD	Hemet Fire Department
HOA	Homeowners Association
HRALUCP	Hemet-Ryan Airport Land Use Compatibility Plan
HUSD	Hemet Unified School District
HVCCE	Hemet Valley Country Club Estates
HVCCESP	Hemet Valley Country Club Estates Specific Plan
HHDTs	heavy-heavy duty trucks
i.e.	that is
IEPR	Integrated Energy Policy Report
in/sec	inches per second
ISTEA	Intermodal Surface Transportation Efficiency Act
ITE	Institute of Transportation Engineers
kWh	kilowatt-hour
lbs	pounds
lbs/day	pounds per day
LDR	Low Density Residential
LMDR	Low-Medium Density Residential
Leq	Equivalent Continuous Sound Level
LOS	Level of Service
LST	Localized Significance Threshold

ACRONYMS AND ABBREVIATIONS

Acronym	Definition
MGD	Million Gallons Per Day
MLD	Most Likely Descendants
MHDT	Medium-Heavy Duty Truck
MM	Mitigation Measure
MMRP	Mitigation Monitoring and Reporting Program
MMTCO2e	million metric tons of carbon dioxide equivalent
MND	Mitigated Negative Declaration
MPO	Metropolitan Planning Organization
MRZ	Mineral Resource Zone
MRZ-3a	Mineral Resource Zone 3
MSHCP	Multiple Species Habitat Conservation Plan
MT/yr	metric ton per year
MTCO2e	Metric Tons of Carbon Dioxide Equivalent
N/A	Not Applicable
n/o	North of
n.d.	no date
NAHC	Native American Heritage Commission
NAAQS	National Ambient Air Quality Standards
NRHP	National Register of Historic Places
NIA	Noise Impact Analysis
No.	Number
NO_2	Nitrogen Dioxide
NO_X	Nitrogen Oxides
N_2O	Nitrous Oxide
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NSPS	New Source Performance Standards
O_3	Ozone
OGFC	Open-Graded Friction Course
Ord.	Ordinance
OS	Open Space
OS-EM	Open Space – Environmental Management
OSHA	Occupational Safety and Health Administration
Pb	Lead
PF	Public Facilities land use designation
PFCs	Perfluorocarbons
p.m.	Post Meridiem (between the hours of noon and midnight)
PM	Particulate Matter
$PM_{2.5}$	Fine Particulate Matter (2.5 microns or smaller)
PM_{10}	Fine Particulate Matter (10 microns or smaller)

ACRONYMS AND ABBREVIATIONS

Acronym	Definition
ppm	parts per million
pp.	pages
PPV	Peak Particle Velocity
PRM	Paleontological Resources Due Diligence Memorandum
PRWRF	Perris Regional Water Reclamation Facility
PV	Photovoltaic
Qa	Younger Surficial Sediments
Qoa	Older Surficial Sediments
RCFCWCD	Riverside County Flood Control and Water Conservation District
RCIT	Riverside County Information Technology
Rd.	Road
RHMA	Rubberized Hot-Mix Asphalt
RIVCOM	Riverside County Model
ROW	Right-of-Way
RPS	Renewable Portfolio Standards
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SB 350	Senate Bill 350, Clean Energy and Pollution Reduction Act of 2015
SB 1078	Senate Bill 1078, Renewable Portfolio Standards
SCAB	South Coast Air Basin
SCAG	Sothern California Association of Governments
SCAQMD	Southern Coast Air Quality Management District
SCE	Southern California Edison
SCIC	South Coast Information Center
SCS	Sustainable Communities Strategy
SED	socio-economic data
SF_6	Sulfur Hexafluoride
s.f.	square-foot, square foot, square footage, or square feet
SF	square foot or square feet
SJRWRF	San Jacinto Water Reclamation Facility
SKR	Stephens' Kangaroo Rat
SLF	Sacred Lands File
s/o	south of
SO_2	Sulfur Dioxide
SO_X	Sulfur Oxides
SoCal	Southern California
SORE	small off-road engines
SP	service population

ACRONYMS AND ABBREVIATIONS

Acronym	Definition
SP	Specific Plan
SPA	Specific Plan Amendment
SR	State Route
St.	Street
SVP	Society of Vertebrate Paleontology
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Regional Control Board
TA	Traffic Analysis
TACs	Toxic Air Contaminants
TAZ	traffic analysis zone
TCRs	Tribal Cultural Resources
TCCCSP	Tres Cerritos Country Club Specific Plan No. 90-009
TCSP	Tres Cerritos Specific Plan
TDM	Transportation Demand Management
TEA-21	Transportation Equality Act for 21st Century
TPA	Transit Priority Area
tpd	tons per day
TTM	Tentative Tract Map
TUMF	Transportation Uniform Mitigation Fee
µg	microgram
µg/m^3	microgram per cubic meter
UBC	Uniform Building Code
UCMP	University of California Museum of Paleontology
U.S.	United States
USA	United States of America
USCB	United States Census Bureau
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United Stated Geological Society
UWMP	Urban Water Management Plan
VMT	Vehicle Miles Traveled
VOCs	Volatile Organic Compounds
w/o	West of
WQMP	Water Quality Management Plan
WRCOG	Western Riverside Council of Governments
WRELP	Western Riverside Energy Leader Partnership
WRF	Water Reclamation Facility
yr	year

1.0 Introduction

1.1 Document Purpose

This introduction provides general information regarding: 1) the history of the Project site; 2) standards of adequacy for an Addendum to a Mitigated Negative Declaration (MND) under the California Environmental Quality Act (CEQA); 3) a summary of the Initial Study findings supporting the Lead Agency's (City of Hemet) decision to prepare an EIR Addendum for the Project; 4) a description of the format and content of this EIR Addendum; and 5) the governmental processing requirements to consider the Project for approval.

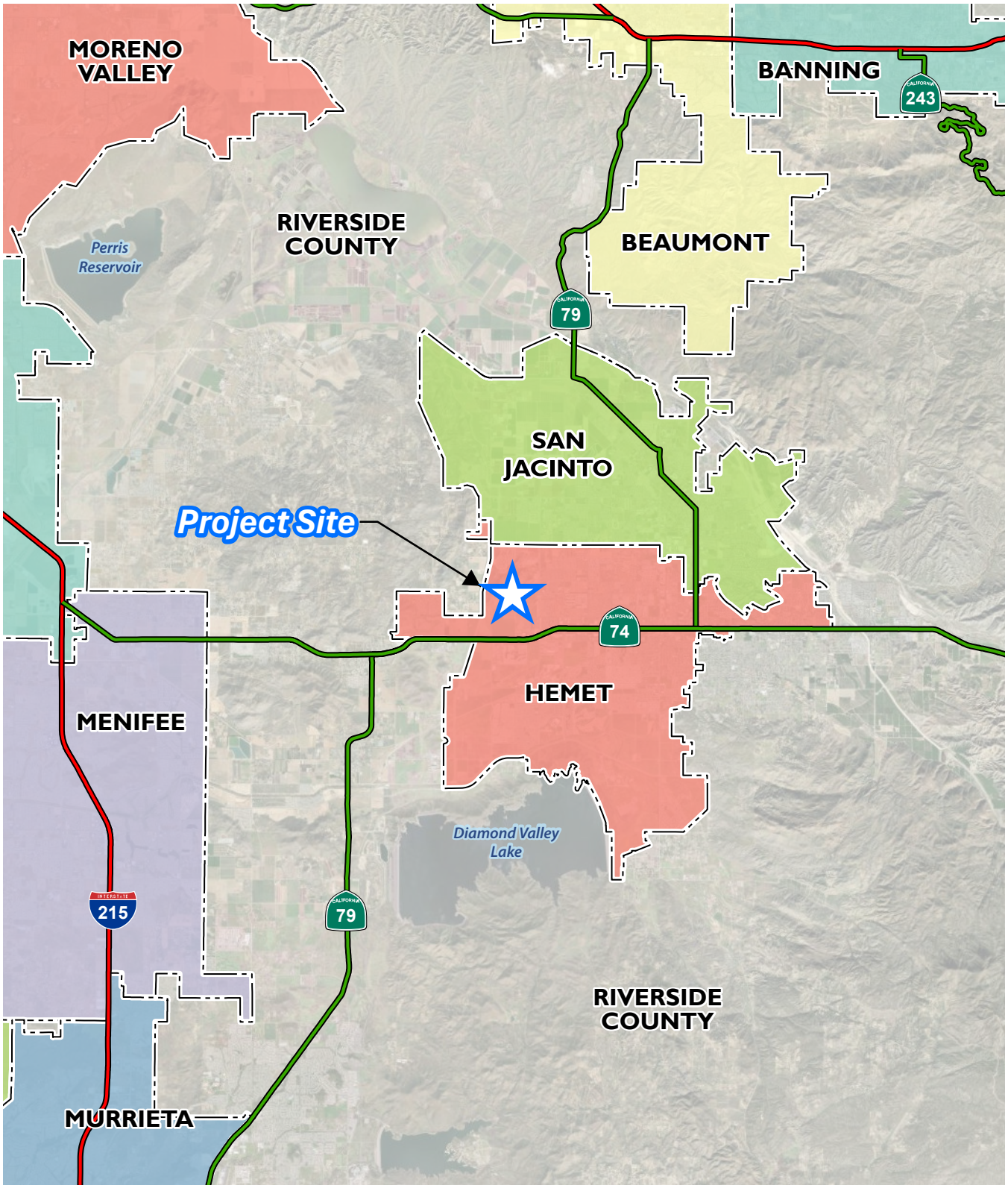
1.2 Background

On November 11, 1991, the City of Hemet City Council approved the Tres Cerritos Country Club Specific Plan No. 90-009 (TCCCSP), which encompassed a 336-acre property located in northwest Hemet, at the southerly base of three hills identified as the Tres Cerritos Hills. The original TCCCSP was planned to consist of a resort golf community and accommodated a total of 641 residential dwelling units along with a golf course. Figure 1, *Regional Map*, and Figure 2, *Vicinity Map*, depict the location of the TCCCSP site. As shown, the 352.9-acre property is located within the western portion of the City of Hemet, and is bordered on the south by Rose Road, on the west by Old Warren Road, on the east by Cawston Avenue, and on the north by open space associated with the Tres Cerritos Hills.

In 1999 the City of Hemet City Council adopted Ordinance No. 1608 approving Amendment No. 1 to the TCCCSP, which concurrently was renamed the Hemet Valley Country Club Estates Specific Plan (HVCCESP). The HVCCESP increased the number of residential dwelling units allowed on the 336-acre property from 641 to 710 dwelling units, and increased the maximum allowable residential densities from 4 dwelling units per acre (du/ac) to 18 du/ac, of which 200 units were in the higher density (17-18 du/ac) range, 285 were in the mid density (7 du/ac) range, and 229 were in the lower density (4 du/ac) range.

Following approval of the HVCCESP, the owners of the property recorded Tract 29550 and subsequently the City of Hemet issued grading permits for the eastern portions of the HVCCESP site. Grading activities commenced in January 2000, but on February 13, 2000, the US Army Corps of Engineers issued a Cease & Desist Order to the property owners and the City of Hemet asserting jurisdiction over the site. In 2001, the US Fish & Wildlife Service requested initiation of a formal Section 7 consultation for the purpose of identifying and mitigating various project related impacts to jurisdictional waters of the US, downstream critical habitat areas (vernal pools and associated endangered species) and impacts to on-site listed species - most particularly the California gnatcatcher. Based on avoidance and mitigation requirements identified by the Wildlife Agencies, the land uses approved as part of the HVCCESP were rendered infeasible, and ultimately approximately 68.8 acres of the HVCCESP site were dedicated to the City of Hemet for long-term preservation as hillside open space.

On January 11, 2005, the City of Hemet City Council adopted Amendment No. 2 to the original HVCCESP for the western 121.3 acres of the site, which also renamed the Specific Plan as the Tres Cerritos Specific Plan (TCSP). Concurrent with its approval of the TCSP, the City also adopted Resolution No. 3865 approving Environmental Assessment No. 04-15 and adopting a Mitigated Negative Declaration (herein, "EA/MND 04-15" or "TCSP MND) along with a Mitigation Monitoring and Reporting Program (MMRP). The western 121.3 acres affected by Amendment No. 2 (herein, "Tres Cerritos West" or "Approved Project") included a total of 177 residential lots over 53.1 acres; 59.1 acre of natural open space; 5.6 acres of landscaped areas (inclusive of a 4.26-acre active park), pedestrian paseos, and landscaped entry areas; and 3.5 acres of vernal pool conservation areas. Amendment No. 2 did not change the number of approved dwelling units within the TCSP site, which remained

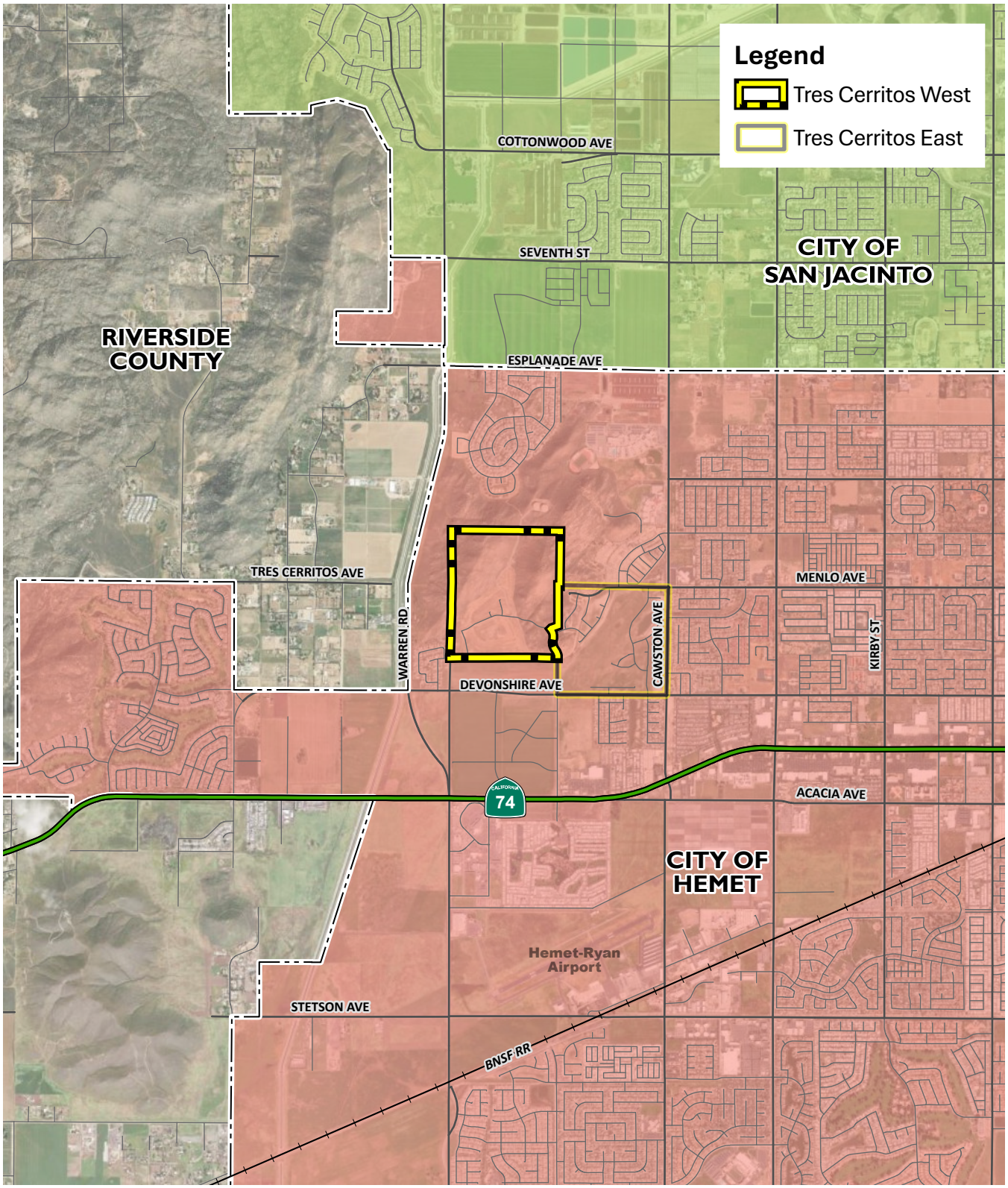


Source(s): Esri, RCIT (2025)

Figure 1

0 0.75 1.5 3 Miles

Regional Map



Source(s): Esri, RCIT (2025)

Figure 2

0 875 1,750 3,500 Feet

Vicinity Map

limited to a maximum of 710 dwelling units. MND EA/MND 04-15 determined that development of the Tres Cerritos West portion of the TCSP as proposed by Amendment No. 2 would result in less-than-significant impacts to the environment with the implementation of the mitigation measures that were included as part of the Conditions of Approval (CoA) imposed on Amendment No. 2.

In 2011, Amendment No. 3 to the TCSP was approved by the City of Hemet City Council, which pertained to the eastern 145.8 remaining acres within the TCSP as well as an additional 17.0 acres located outside of and adjacent to the HVCCESP boundary, for a total of 162.8 acres (herein, "Tres Cerritos East"). Amendment No. 3 eliminated 50.89 acres of golf course uses, and increased areas proposed for residential development by approximately 64.1 acres. Amendment No. 3 increased the maximum number of residential dwelling units allowed within the HVCCESP by 44 units, from 710 units to 754 units. The portions of Tres Cerritos East not proposed for residential development were instead designated for a mixture of parks, open space, and drainage facilities.

In consideration of the previous amendments to the TCSP, Table 1, *Approved TCSP Land Use Allocation Summary*, provides a summary of the approved land uses for the TCSP site, while the adopted Master Plan land use plan is depicted on Figure 3, *Adopted Tres Cerritos Specific Plan Master Plan Land Use Plan*.

1.3 Project Summary

As more fully described herein in Section 3.0, *Project Description*, the Project evaluated herein consists of applications for Amendment No. 4 to the TCSP (herein, "TCSPA4") and Revision No. 1 to Tentative Tract Map 31513 (TTM 31513R1). Proposed TCSPA4 would affect the 190.1-acre Tres Cerritos West portion of the TCSP and would modify the Planning Area configurations, acreages, lot counts and sizes, densities, and land use designations in order to accommodate an increase in residential density within Tres Cerritos West. Specifically, TCSPA4 would increase the number of residential dwelling units allowed in Tres Cerritos West by 92 homes, from 177 homes to 269 homes, while decreasing the areas subject to residential development from 53.1 acres to 41.01 acres, resulting in an increase in residential density from 3.3 dwelling units per acre (du/ac) to 6.56 du/ac. Areas planned for non-residential uses, including parks, paseos, open space, basins, and roadways, would increase from 68.2 acres to 80.2 acres, while the Project site evaluated herein also includes approximately 68.8 acres of open space that previously were dedicated to the City of Hemet. TTM 31513R1 is proposed to subdivide 121.3 acres of the 190.1-acre Tres Cerritos West portion of the TCSP to establish 269 residential lots on approximately 32.4 acres with lot sizes ranging from 3,599 square feet (s.f.) to 13,144 s.f., along with 3.9 acres of parks, detention basins on approximately 2.8 acres, proposed open space areas on approximately 67.0 acres, and public streets on approximately 15.2 acres. Refer to Section 3.0 for a complete description of the proposed Project.

1.4 California Environmental Quality Act (CEQA)

1.4.1 CEQA Objectives

CEQA, a statewide environmental law contained in Public Resources Code §§ 21000-21189.70.10, applies to most public agency discretionary decisions to carry out, authorize, or approve actions that have the potential to adversely affect the environment. The overarching goal of CEQA is to protect the physical environment. To achieve that goal, CEQA requires that public agencies inform themselves of the environmental consequences of their discretionary actions and consider alternatives and mitigation measures that could avoid or reduce significant adverse impacts when avoidance or reduction is feasible. It also gives other public agencies and the general public an opportunity to comment on the information. If significant adverse environmental impacts cannot be avoided, reduced, or mitigated to below a level of significance, the public agency is required to prepare an EIR and balance the project's environmental concerns with project goals and benefits in a statement of overriding considerations.

Table 1 Approved TCSP Land Use Allocation Summary

Primary Planning Area (PPA)	Planning Area	Land Use Category	Type	Acres	Units
TRES CERRITOS WEST	**Residential**				
	PA 1	LDR	SFD 6000	21.7	89
	PA 2	LDR	SFD 8000	31.4	88
	Open Space				
	PA3		Private Park, Paseos, Common Area	5.6	--
	PA 4		Vernal Pool Reserve	3.5	--
	PA 5		Upland Conservation Area to be dedicated	59.1	--
--	Prior dedication to City		Open Space	68.8	--
			Tres Cerritos West Subtotals:	**190.1**	**177**
TRES CERRITOS EAST	**Residential**				
	PA 1		Hilltop Residential	5.9	1
	PA 2	LDR	SFD 8,000	12.5	26
	PA 3	LDR	SFD 7000	6.4	25
	PA 4	LDR	SFD 6000	8.5	42
	PA 5	LDR	SFD 6000-Alley Loaded	14.5	71
	PA 6	LMDR	Garden Court SFD Quad Homes SFD 5000-Alley Loaded	12	97
	PA 7	LMDR	Garden Court SFD Quad Homes SFD	8.7	66
	PA 8	LDR	SFD 6000 SFD 6000-Alley Loaded	10.2	51
	PA 9	MDR	Courtyard Homes SFD Garden Court SFD	6.4	58
	PA 10	LMDR	SFD 4500 SFD 4000-Alley Loaded	5.1	30
	PA 11	LMDR	Courtyard Homes SFD Quad Homes SFD	3.1	23
	PA 12	LDR	SFD 6000	5.2	26
	PA 13	LMDR	SFD 4000 SFD 4000-Alley Loaded	14.9	86
	PA 14	MDR	Courtyard Homes SFD Quad Homes SFD	4.8	41
	PA 15	MDR	Townhomes Garden Court SFD SFD 4500	10.4	111
	Open Space				
	--	--	Public Parks/Trail	15.5	None
	--	--	Private Parks	6.6	None
	--	--	Open Space	3.5	None
	Infrastructure				
	--	--	Collector Streets	4	None
	--	--	Drainage Channel	4.5	None
			Tres Cerritos East Subtotals:	**162.8**	**754**
			PROJECT TOTALS:	**352.9**	**931**

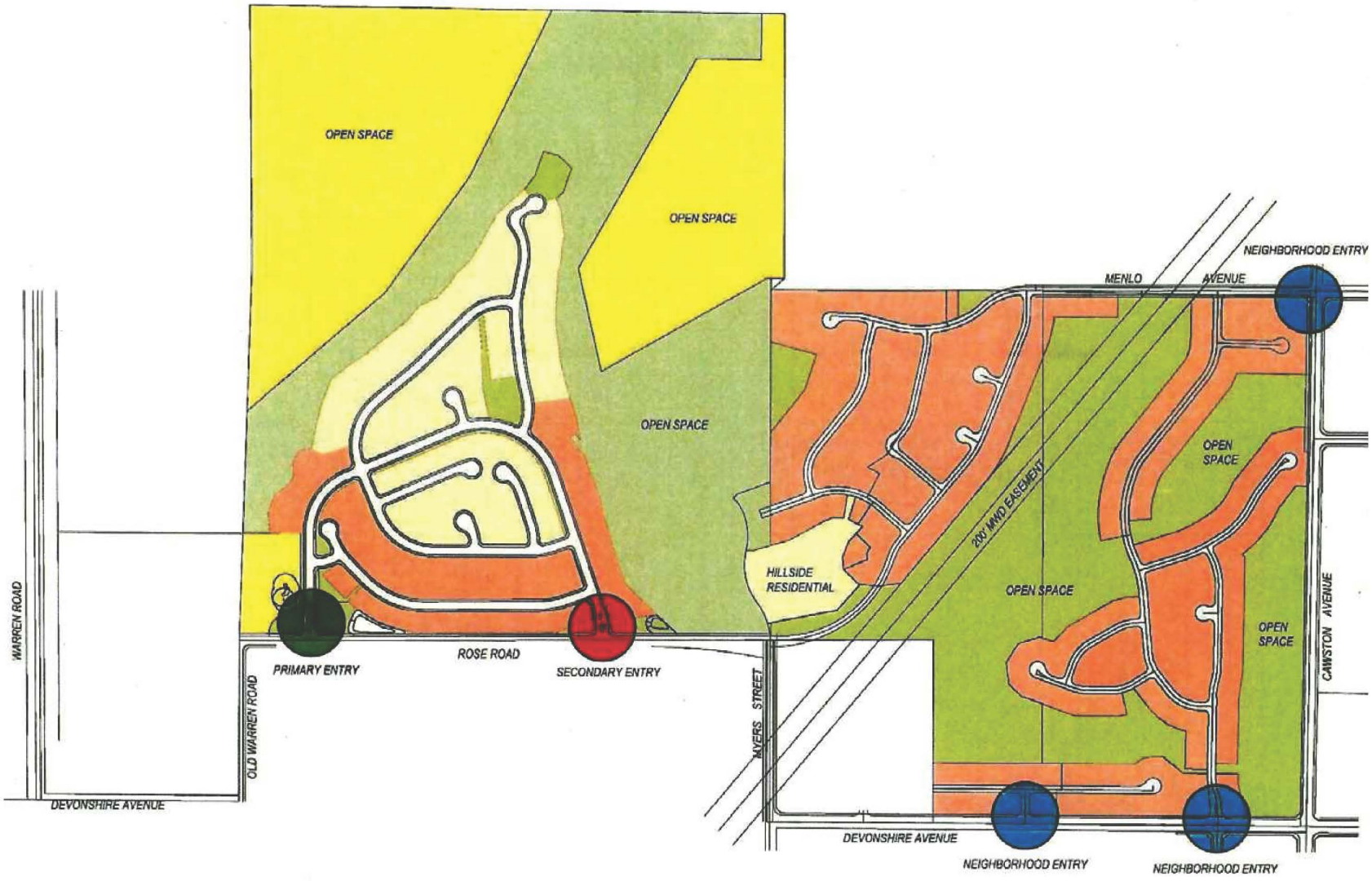


Figure 3

Not to Scale

Adopted Tres Cerritos Specific Plan Master Plan Land Use Plan

1.4.2 CEQA Requirements for Mitigated Negative Declaration (MND) Addenda

The State CEQA Guidelines allow for the updating and use of a previously approved/certified CEQA document when a subsequent project is within the scope of the analysis of the earlier approved CEQA document and when some changes to the original CEQA document are necessary but none of the following conditions are met. The following describes the requirements of an Addendum as defined by State CEQA Guidelines Section 15164:

(a) The lead agency or responsible agency shall prepare an Addendum to a previously-certified EIR [or previously-adopted MND] if some changes or additions are necessary but none of the conditions described in § 15162 calling for preparation of a Subsequent EIR have occurred.

(b) An Addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in § 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

(c) An Addendum need not be circulated for public review but can be included in or attached to the Final EIR.

(d) The decision-making body shall consider the Addendum with the Final EIR prior to making a decision on the project.

(e) A brief explanation of the decision not to prepare a Subsequent EIR pursuant to § 15162 should be included in an Addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

Environmental Assessment No. 04-15 and the associated MND (herein, "EA/MND 04-15") that were prepared in conjunction with Amendment No. 2 to the TCSP evaluated ultimate development of the Tres Cerritos West portion of the TCSP. State CEQA Guidelines § 15164 allows for preparation of an Addendum to a prior MND if the lead agency finds that no subsequent MND or EIR would be required pursuant to State CEQA Guidelines § 15162. As presented below under the discussion of State CEQA Guidelines § 15162, the lead agency (City of Hemet) has determined that there is substantial evidence demonstrating that the proposed Project is within the scope of analysis of EA/MND 04-15, is consistent with the project evaluated in EA/MND 04-15, is within the geographic area analyzed by EA/MND 04-15, and generally is consistent with the overall planned building intensity for the site as evaluated by EA/MND 04-15. As such, the Project meets the criteria of State CEQA Guidelines § 15164 that allows for tiering from the prior MND as allowed by State CEQA Guidelines § 15152.

As noted above, State CEQA Guidelines § 15164(a) and (b) allow for the preparation of an Addendum and §15168(c)(2) allows for tiering from a prior MND if none of the conditions described in § 15162 are met. CEQA Guideline § 15162 describes the conditions under which a Subsequent MND or EIR must be prepared, as follows:

(a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR due to the involvement of new significant

environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternatives; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

(b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subdivision (a). Otherwise the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

(c) Once a project has been approved, the lead agency's role in project approval is completed, unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions described in subdivision (a) occurs, a subsequent EIR or negative declaration shall only be prepared by the public agency which grants the next discretionary approval for the project, if any. In this situation no other responsible agency shall grant an approval for the project until the subsequent EIR has been certified or subsequent negative declaration adopted.

(d) A subsequent EIR or subsequent negative declaration shall be given the same notice and public review as required under Section 15087 or Section 15072. A subsequent EIR or negative declaration shall state where the previous document is available and can be reviewed.

If none of the circumstances listed above occur, and only minor technical changes or additions are necessary to update the previously approved/certified CEQA document, an Addendum shall be prepared (See State CEQA Guidelines § 15164). As described in detail herein subsection 1.4.5 and in the Initial Study provided in Section 4.0, none of the above circumstances that warrant the preparation of a Subsequent MND or EIR are present.

1.4.3 Format and Content of this EIR Addendum

The following components comprise the EIR Addendum in its totality:

a. This Introduction (Section 1.0), the Environmental Setting (Section 2.0), and the Project Description (Section 3.0).

b. The completed Initial Study Checklist Form and its associated analyses (Section 4.0), which conclude that the Project would not result in any new significant environmental impacts or substantially increase the severity of environmental impacts beyond those disclosed in EA/MND 04-15.

c. Sixteen (16) technical reports and other documentation that evaluate the Project, which are attached as EIR Addendum Technical Appendices A through M.

Appendix A	Resolution No. 3865 and Tres Cerritos West Project Mitigated Negative Declaration (State Clearinghouse No. 2004081192)
Appendix B	Air Quality Technical Report, prepared by Urban Crossroads, Inc., and dated March 10, 2025.
Appendix C	Biological Resources Memorandum, prepared by First Carbon Solutions (FCS), and dated April 22, 2025.
Appendix D	Phase I Cultural Resources Assessment, prepared by FCS, and dated April 23, 2025.
Appendix E	Energy Analysis, prepared by Urban Crossroads, Inc., and dated January 16, 2025.
Appendix F1	Updated Geotechnical Evaluation, prepared by GeoTek, Inc., and dated March 21, 2024.
Appendix F2	As-Graded Interim Compaction Report, prepared by GeoSoils, Inc., and dated March 5, 2021.
Appendix G	Greenhouse Gas Analysis, prepared by Urban Crossroads, Inc., and dated March 10, 2025.
Appendix H1	Phase I Environmental Site Assessment (ESA), prepared by Phase One, Inc., and dated September 2013.
Appendix H2	Limited Phase II Environmental Site Assessment (ESA), prepared by Phase One, Inc., and dated October 2013.
Appendix I1	Preliminary Hydrology and Hydraulics Study for Tract Map No. 31513, prepared by SP2 & Co., and dated July 18, 2025.
Appendix I2	Project Specific Water Quality Management Plan, prepared by SP2 & Co., and dated July 16, 2025.
Appendix J	Tres Cerritos Noise Impact Analysis, prepared by Urban Crossroads, Inc., and dated August 4, 2025.
Appendix K	Paleontological Resources Report, prepared by FCS, and dated May 15, 2025.
Appendix L1	Vehicle Miles Traveled (VMT) Analysis, prepared by Urban Crossroads, Inc., and dated May 8, 2024.
Appendix L2	Traffic Analysis, Prepared by Urban Crossroads, Inc., and dated February 4, 2025.
Appendix M	Fire Protection Plan, prepared by Firewise 2000, and dated August 3, 2022.
Appendix N	Will-Serve Letter for Water and Sewer Service, prepared by Eastern Municipal Water District (EMWD), and dated June 23, 2021.

State CEQA Guidelines § 15150 states that an "EIR or Negative Declaration may incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public." Accordingly, the above-listed technical reports are herein incorporated by reference pursuant to § 15150, and are

available for public review at the City of Hemet Planning Division, 445 East Florida Avenue, Hemet, CA 92543. In addition to the above-referenced documents, this EIR Addendum also incorporates by reference the documents and information sources listed in Section 5.0. All of the documents and information and information sources listed in Section 5.0 are also available for public review at the City of Hemet Planning Division at the address listed above and/or at the website address listed in Section 5.0.

1.4.4 Initial Study Checklist

The City of Hemet prepared the Project's Initial Study Checklist as suggested by State CEQA Guidelines § 15063(d)(3). The State CEQA Guidelines include a suggested checklist to indicate whether the conditions set forth in § 15162, which would require a subsequent or supplemental MND or EIR, are met and whether there would be new significant impacts resulting from the project not examined in the previously-certified EIR or previously- adopted MND. The checklist and an explanation of each answer on the form can be found in Section 4.0.

As presented in Section 4.0, there are four possible responses to each of the environmental issues included on the checklist:

1. **New Significant Impact**. This response is used to indicate when the Project has changed to such an extent that major revisions to EA/MND 04-15 are required due to the presence of new significant environmental effects.

2. **More Severe Impacts**. This response is used to indicate when the circumstances under which the Project is undertaken have changed to such an extent that major revisions to EA/MND 04-15 are required due to the fact that the severity of previously identified significant effects would substantially increase.

3. **New Ability to Substantially Reduce Significant Impact**. This response is used to indicate when new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time EA/MND 04-15 was adopted, indicates that there are new mitigation measures or alternatives available to substantially reduce significant environmental impacts of the Project. The conditions set forth in § 15162 only would be triggered if the Project Applicant declines to adopt the mitigation measure(s) or alternative.

4. **No Substantial Change from Previous Analysis**. This response is used to indicate that the Project would not create a new environmental impact or substantially increase the severity of the previously-identified environmental impact.

The Initial Study Checklist and accompanying explanation of checklist responses provide the information and analysis necessary to assess relative environmental impacts of the current Project in the context of environmental impacts addressed in the previously adopted EA/MND 04-15. In doing so, the City of Hemet will determine the extent of additional environmental review, if any, for the current Project.

1.4.5 Initial Study Findings

Section 4.0 contains a copy of the Initial Study Checklist that the City of Hemet prepared for the Project pursuant to CEQA and City of Hemet requirements. The Initial Study determined that implementation of the Project would not result in any new, significant environmental effects under the issue areas of aesthetics, agriculture/forest resources, air quality, biological resources, cultural resources, energy, geology/soils (including paleontological

resources), greenhouse gas emissions, hazards/hazardous materials, hydrology/water quality, land use/planning, mineral resources, noise, population/housing, public services, recreation, transportation, tribal cultural resources, utilities/service systems, or wildfire. More specifically, the City of Hemet has determined that an Addendum to EA/MND 04-15 should be prepared, rather than a Supplemental or Subsequent MND or EIR, based on the following facts:

a) As demonstrated in the accompanying Initial Study Checklist and its associated analyses (refer to Section 4.0), the Project would not require major revisions to the previously-adopted EA/MND 04-15 because the Project would not result in any new significant impacts to the physical environment nor would it create substantial increases in the severity of the environmental impacts previously disclosed in EA/MND 04-15. In summary, the Project consists of applications for the fourth amendment to the Tres Cerritos Specific Plan (TCSPA4) and Revision No. 1 to Tentative Tract Map No. 31513 (TTM 31513R1), approval of which would reconfigure the approved land uses within the Tres Cerritos West portion of the Tres Cerritos Specific Plan (TCSP) and would subdivide a 121.3-acre portion of the TCSP area to accommodate 269 residential lots on approximately 32.4 acres, along with 3.9 acres of parks, detention basins on approximately 2.8 acres, proposed open space areas on approximately 67.0 acres, and public streets on approximately 15.2 acres. Although the Project would result in a net increase in the number of dwelling units allowed on site by 92 units (from 177 dwelling units to 269 dwelling units), the technical analyses presented herein in Subsection 4.0 and in the Project-specific technical studies that are included as *Technical Appendices B through N* to this MND Addendum demonstrate that although the proposed Project would include more dwelling units than the Approved Project, the proposed Project still would result in less-than-significant impacts to the environment with the implementation of mitigation measures identified by EA/MND 04-15, as supplemented/modified herein. There are no components of the proposed Project that would result in increased physical environmental effects beyond what was previously evaluated and disclosed as part of EA/MND 04-15. Accordingly, there would be no new environmental effects or a substantial increase in the severity of previously-identified significant effects as a result of the Project. Thus, the Project would not require major revisions to the previously-adopted EA/MND 04-15.

b) Subsequent to the adoption of EA/MND 04-15, no substantial changes in the circumstances under which the Project would be undertaken have occurred. Consistent with the conditions that existed at the time EA/MND 04-15 was adopted, the Project site comprises a parcel of land that has been partially disturbed as a result of grading activities that occurred in 2005, with the remaining portions of the property remaining undisturbed. Land uses surrounding the site include residential uses to the west, agricultural uses (dryland farming) to the south, open space and agricultural uses (dryland farming) to the east and southeast, and open space areas to the north. These conditions are substantially similar to the conditions that existed at the time EA/MND 04-15 was adopted in 2005, except that the area to immediately to the southwest of the Project site has since been developed with medium-density residential land uses. As demonstrated in the accompanying Initial Study and its associated analyses (refer to Section 4.0), no substantial changes have occurred in the surrounding area that would result in new or more severe impacts to the environment as compared to what was evaluated and disclosed in EA/MND 04-15.

c) Subsequent to the adoption of EA/MND 04-15, no new information of substantial importance has become available which was not known and could not have been known at the time the EA/MND 04-15 was prepared. Changes in law have occurred since adoption of EA/MND 04-15 that have resulted in more environmentally-protective rules and regulations (e.g., increased energy efficiency, water conservation, fuel efficiency, etc.) to which the Project would be required to comply. Compliance with

modern rules and regulations would result in decreased impacts to the environment as compared to what was assumed, evaluated, and disclosed by EA/MND 04-15.

d) The Project's proposed discretionary actions, which include approval of TCSPA4 and TTM 31513R1, would not result in any new or substantially more severe significant environmental impacts beyond those disclosed in EA/MND 04-15.

e) Subsequent to the adoption of EA/MND 04-15, no new mitigation measures or alternatives have been identified that were infeasible at the time EA/MND 04-15 was adopted and that would substantially reduce the Project's significant impacts to the environment.

f) Subsequent to the adoption of EA/MND 04-15, no new mitigation measures or alternatives that are considerably different from those analyzed in EA/MND 04-15 have been identified to reduce the Project's significant impacts to the environment.

g) Technical reports were prepared for the Project to evaluate its environmental effects. The City of Hemet has reviewed and accepted these reports as adequate and in compliance with the City's requirements. Copies of these reports are contained within the appendix of this document and are herein incorporated by reference pursuant to State CEQA Guidelines § 15150. These technical reports do not identify any new impacts or substantial increases in impacts to the environment beyond those that were disclosed in EA/MND 04-15. Specifically, these technical reports concluded as follows:

1. The Air Quality Impact Analysis (*Technical Appendix B*), prepared by Urban Crossroads, Inc., and dated March 10, 2025, concludes that the Project would not result in any new impacts or more severe impacts associated with criteria pollutants than previously disclosed in EA/MND 04-15;

2. The Biological Technical Report ("BTR"; *Technical Appendix C*), prepared by FCS and dated April 22, 2025, demonstrates that the Project would not result in any new impacts or more severe impacts associated with biological resources than previously disclosed in EA/MND 04-15;

3. The Phase I Cultural Resources Report (*Technical Appendix D*), prepared by FCS, and dated April 23, 2025, concludes that the Project would not result in any new impacts or more severe impacts associated with cultural resources than previously disclosed in EA/MND 04-15;

4. The Energy Analysis (*Technical Appendix E*) prepared by Urban Crossroads, Inc., and dated January 16, 2025, concluded that the Project would not result in any new impacts or more severe impacts associated with energy than previously disclosed in EA/MND 04-15;

5. The Updated Geotechnical Evaluation (*Technical Appendix F1*), prepared by Geotek and dated March 21, 2024, and the As-Graded Compaction Report, prepared by GeoSoils, Inc., and dated March 5, 2021, demonstrate that the proposed Project would not result in any new impacts or more severe impacts associated with geology and soils beyond what was previously evaluated and disclosed in EA/MND 04-15;

6. The Greenhouse Gas Analysis (*Technical Appendix G*), prepared by Urban Crossroads, Inc., and dated July 29, 2025, demonstrates that the proposed Project would not result in any new impacts or more severe impacts associated with greenhouse gas emissions beyond what was previously evaluated and disclosed in EA/MND 04-15;

7. The Phase I Environmental Site Assessment ("ESA"; *Technical Appendix H1*) and the Phase II ESA (*Technical Appendix H2*), both prepared by Phase One, Inc. and dated September 2013 and October 2013, respectively, demonstrate that the conditions at the Project site have not changed since adoption of EA/MND 04-15, thereby demonstrating that the proposed Project would not result in any new or increased impacts due to existing site contamination beyond the less-than-significant impacts previously disclosed as part of EA/MND 04-15;

8. The Hydrology/Hydraulics Report (*Technical Appendix I1*) and Project-Specific Water Quality Management Plan (*Technical Appendix I2*), prepared by SP2 & Co., and dated July 18, 2025 and July 16, 2025, respectively, conclude that the Project would not result in any new impacts or more severe impacts associated with hydrology and water quality than previously disclosed in EA/MND 04-15;

9. The Noise Impact Analysis (*Technical Appendix J*), prepared by Urban Crossroads, Inc., and dated August 4, 2025, concludes that the Project would not result in any new impacts or more severe impacts associated with noise than previously disclosed in EA/MND 04-15;

10. The Paleontological Resources Report (Technical Appendix K), prepared by FCS and dated May 15, 2025, demonstrates that the proposed Project would not result in any new or more severe impacts associated with paleontological resources beyond what was evaluated and disclosed in EA/MND 04-15;

11. The Vehicle Miles Traveled (VMT) Analysis (*Technical Appendix L1*), prepared by Urban Crossroads, Inc., and dated May 28, 2024, evaluates potential impacts due to VMT, which was not a requirement at the time EA/MND 04-15 was adopted, and demonstrates that the Project would result in less-than-significant impacts due to VMT;

12. The Fire Protection Plan ("FPP"; *Technical Appendix M*), prepared by Firewise 2000 and dated August 3, 2022, demonstrates that with implementation of the Project's proposed fuel modification zones, the Project would result in less-than-significant impacts due to wildland fire hazards;

13. The Will-Serve Letter, issued by the Eastern Municipal Water District ("EMWD"; *Technical Appendix M*) and dated June 23, 2021, demonstrates that the EMWD would have adequate capacity to provide water and wastewater treatment services for the proposed Project.

Therefore, and based on the findings of the Initial Study included herein in Section 4.0, the City of Hemet determined that an EIR Addendum shall be prepared for the Project pursuant to State CEQA Guidelines § 15164. The purpose of this Addendum is to evaluate the Project's level of impact on the environment in comparison to the existing condition and the impacts disclosed in EA/MND 04-15.

1.4.6 MND Addendum Processing

The City of Hemet Planning Division directed and supervised the preparation of this Addendum. Although prepared with assistance of the consulting firm T&B Planning, Inc., the content contained within and the conclusions drawn by this MND Addendum reflect the sole independent judgment of the City of Hemet.

This MND Addendum will be forwarded, along with the previously-adopted EA/MND 04-15, to the City of Hemet Planning Division for review of the Project. A public hearing will be held before the City of Hemet Planning Commission which will provide a recommendation to the City of Hemet City Council as to whether to approve, conditionally approve, or deny the Project. Following conclusion of the hearing(s) before the City of Hemet Planning Commission, the Project would be forwarded to the City of Hemet City Council for consideration.

A public hearing before the City of Hemet City Council will be held, during which the City Council will evaluate the Project and the adequacy of this Addendum No. 1 to EA/MND 04-15 and take final action to approve, conditionally approve, or deny approval of the Project. If approved, the City of Hemet also would make findings relative to the Project's environmental effects as disclosed in this MND Addendum. A Notice of Determination would be filed with the Riverside County Clerk following Project approval.

2.0 Environmental Setting

2.1 Project Location

The Project site evaluated herein consists of the 190.1-acre Tres Cerritos West portion of the adopted Tres Cerritos Specific Plan (TCSP). As previously depicted on Figure 1, the Project site is located in the northwestern portion of the City of Hemet. The City of Hemet is located south of and adjacent to the City of San Jacinto, north of Diamond Valley Lake, and approximately 4.5 miles east of the City of Menifee. More specifically, and as previously shown on Figure 2, the Project site is bound to the south by Rose Road, to the west by Old Warren Road, to the east by Myers Street, and to the north by open space associated with the Tres Cerritos Hills. The Project site, inclusive of the 68.8 acres of open space previously dedicated to the City of Hemet, encompasses Assessor's Parcel Numbers (APNs) 448-070-(001, 002, 003, 004, 005, 006, 007, 009, 010, 011) and 448-080-(001, 002, 004, and 006). The Project site is located within Sections 6 and 7 of Township 5 South, Range 1 West, San Bernardino baseline and meridian.

2.2 Existing Site Conditions and Area Characteristics

2.2.1 Existing Site Conditions

As depicted on Figure 4, *Aerial Photograph*, and Figure 5, *USGS Topographical Map*, under existing conditions the 190.1-acre Project site consists of vacant and undeveloped land, portions of which previously were subject to mass grading activities that appear to have occurred around 2005-2006, and since that time the site has remained in its undeveloped but graded condition. In addition, as part of the grading activities that previously occurred on site a paved access road was constructed through the Project site in a generally north-south configuration to provide access to two existing off-site water tanks.

2.2.2 General Plan and Zoning

As shown on Figure 6, *Existing General Plan Land Use* Designations, under existing conditions the 190.1-acre Project site is designated by the City of Hemet General Plan for "LDR – Low Density Residential (2.1-5.0 du/ac)" land uses. The LDR – Low Density Residential designation provides for traditional residential subdivisions, planned residential developments, mobile home subdivisions and parks, and low-density senior housing. Typical lot size is 7,200 s.f. with a range of lot sizes from 6,000 s.f. to 20,000 s.f. (Hemet, 2012b, Figure 2.1 and p. 2-19)

As shown on Figure 7, *Existing Zoning Classifications*, the City of Hemet Zoning Map classifies the 190.1-acre Project site as part of "Tres Cerritos SP 90-009," indicating that the zoning classifications for the Project site are as established by the adopted TCSP. As previously shown on Figure 3 and as previously summarized in Table 1, under existing conditions the TCSP zones the Project site for Low Density Residential uses on 53.1 acres which would allow for a maximum of 177 dwelling units, private parks/paseos/common areas on 5.6 acres, a vernal pool reserve on 3.5 acres, and open space on approximately 127.9 acres (inclusive of the 68.8 acres of open space previously dedicated to the City of Hemet).

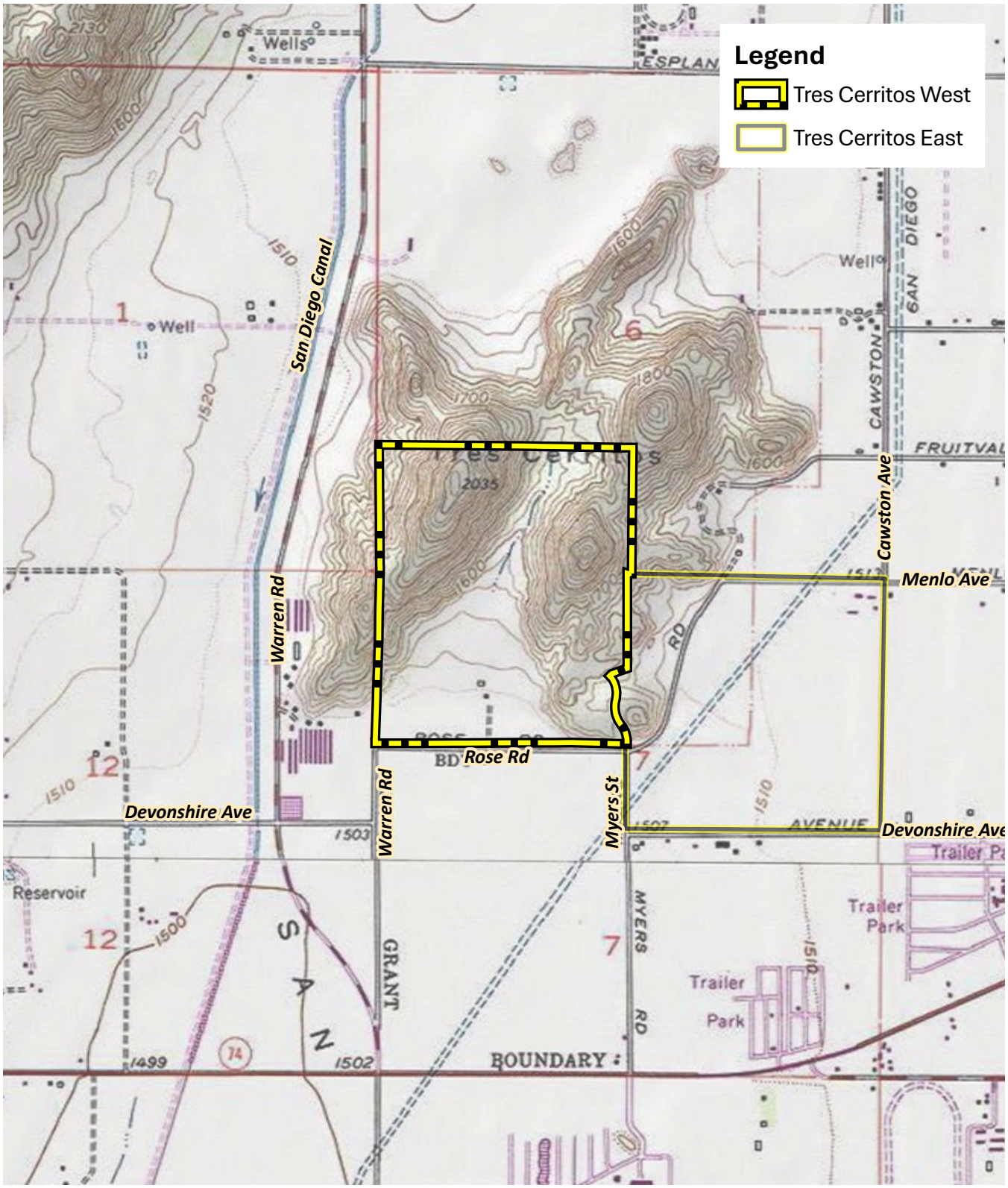
2.2.3 Surrounding Land Uses and Development

Figure 8, *Surrounding Land Uses and Development*, depicts the existing land uses and development in the vicinity of the Project site. As shown, Rose Road forms the southern boundary of the Project site, with agricultural uses (dryland farming) occurring to the south of Rose Road. To the east of the Project site are open space areas, several scattered rural residential uses, agricultural uses (dryland farming), and an existing medium-high density residential development. To the north of the Project site is undeveloped open space and two existing water tanks,

Source(s): Esri, Nearmap Imagery (May 2025), RCIT (2025)

Figure 4

Aerial Photograph

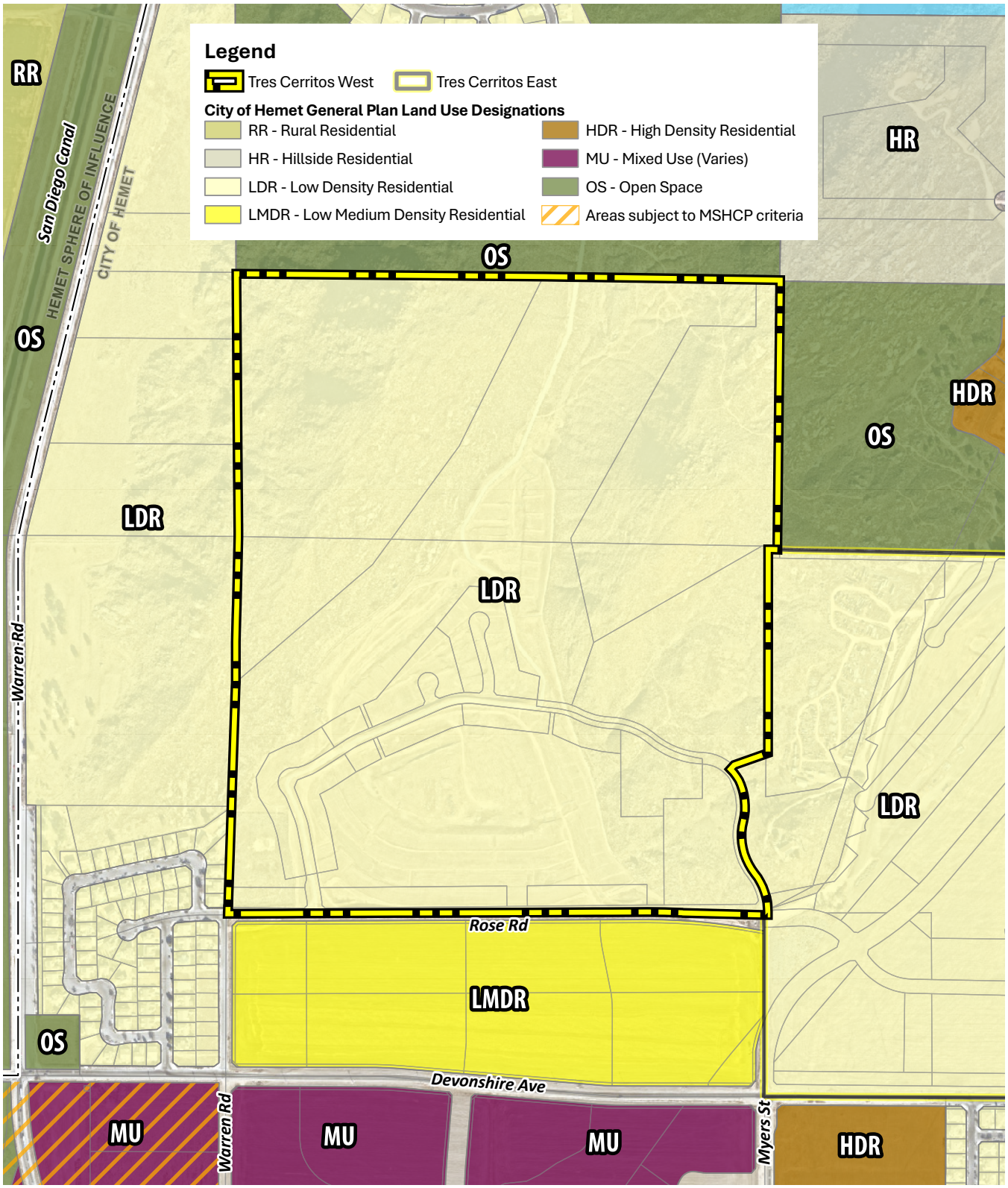


Source(s): Esri, RCIT (2025), USGS (2013)

Figure 5

0 375 750 1,500 Feet

USGS Topographical Map

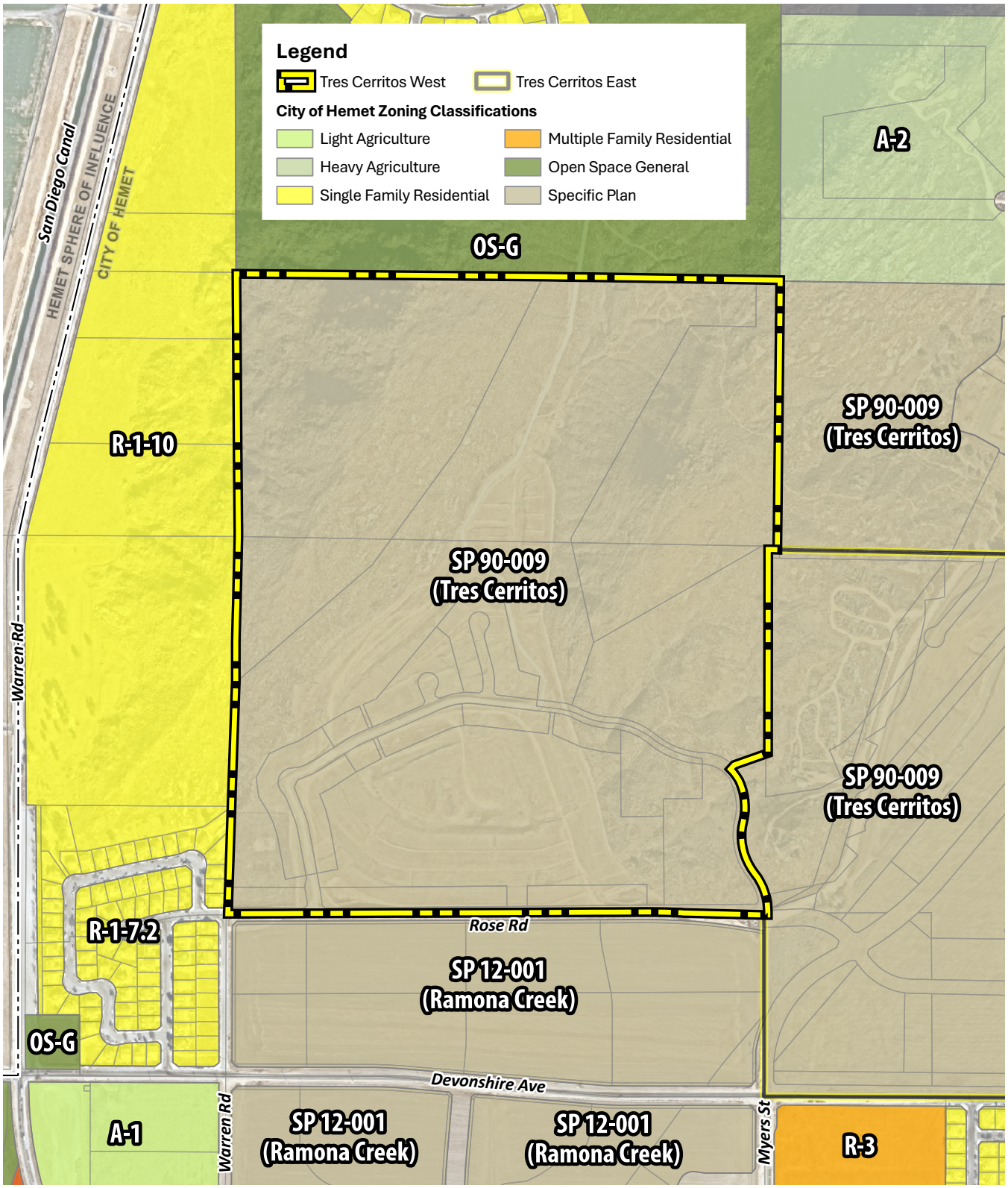


Source(s): Esri, City of Hemet (May 2019), Nearmap Imagery (May 2025), RCIT (2025)

Figure 6

0 175 350 700 Feet

Existing General Plan Land Use Designations



Source(s): Esri, City of Hemet (January 2019), Nearmap Imagery (May 2025), RCIT (2025)

Figure 7

0 175 350 700 Feet

Existing Zoning Classifications

Source(s): Esri, Nearmap Imagery (May 2025), RCIT (2025)

Figure 8

Surrounding Land Uses and Development

beyond which is an existing large-lot master-planned residential development. To the west of the Project site is open space and an existing medium-density residential development, beyond which is Warren Road, an aqueduct, and agricultural uses.

2.3 Existing Environmental Characteristics

2.3.1 Topography

As previously shown on Figure 5, the central portions of the Project site consist of relatively flat and previously graded land that generally increase in elevation from south to north, with two hills associated with the Tres Cerritos Hills occurring in the northwest and east/northeast portions of the Project site. Elevations on the Project site range from 1,507 feet above mean sea level (amsl) in the southern portions of the site to 2,035 feet amsl in the northwestern portion of the site, with an overall topographic relief of 528 feet. Areas previously subject to grading activities range in elevation from 1,507 feet amsl to 1,585 feet amsl, with an overall topographic relief of 78 feet. (Google Earth, 2024)

2.3.2 Geology

The Project site is located in an area geologically mapped to be underlain by older alluvium and granitic bedrock. No active faults are shown in the immediate site vicinity on the maps reviewed for the area. The site is not located within a currently-designated Alquist-Priolo Fault Zone or County of Riverside Fault Zone. The Project site also is not located within a State of California Seismic Hazard Zone for earthquake induced landslide potential. The nearest zoned fault to the Project site is the San Jacinto Fault zone, located approximately 2.75 miles to the northeast. Similar to other properties throughout southern California, the Project site is located within a seismically-active region and is subject to ground shaking during seismic events. (GeoTek, 2024, p. 8)

Based on a site reconnaissance conducted by GeoTek and a review of published geologic maps, the Project site is underlain by undocumented fill and engineered fill, older alluvium, and granitic bedrock. The existing fill generally consisted of silty sands that were observed to be in a relatively dense to very dense condition. Undocumented fills are present across the Project site, mostly in the central and northern portions and are most likely to be present in areas where either grading had been initiated but not completed, where grading operations had not been performed, or where documentation of prior grading is not available. The older alluvium encountered generally consisted of dense to very dense silty sands and clayey sands and extended to the maximum depth explored of 51.5 feet. Granitic bedrock was locally encountered beneath the existing fill and/or at the ground surface, predominantly toward the western and eastern edges of the site, and extended to the maximum depths explored by GeoTek. The weathered bedrock that was sampled generally excavated as a silty sand (SM soil type) material. Relatively unweathered crystalline bedrock was also observed and encountered. (GeoTek, 2024, p. 7)

2.3.3 Hydrology

Under existing conditions, storm runoff flows through the upper portion of the site in a well-defined natural flow path. This channel terminates at the site of the previously-graded debris basin. From here the runoff surface flows along the rough graded roadways until it terminates in the previously rough graded eastern detention basin. Eventually the runoff collects and overtops Rose Road onto the adjacent property. There are no existing drainage improvements or drainage facilities within the vicinity of the Project site. Runoff from the western portion of the site follows the rough grading roadways to both the existing detention basin and proposed vernal pool. (SP2, 2025a, p. 5)

2.3.4 Wildlife and Vegetation

Under existing conditions, the Project site does not provide habitat for any rare, endangered, threatened, or special-status wildlife or plant species as recorded in the California Natural Diversity Database (CNDDB) or the California Native Plant Society (CNPS) Inventories. This is attributable to the disturbed state of the Project site and because portions of the Project site previously were mass graded and are maintained on a regular basis, resulting in a lack of natural vegetation and a lack of suitable substrates. Attachment A to the Project's Biological Resources Memorandum (*Technical Appendix C*) provides a list of special-status animals evaluated for biological resources memorandum for the project site. Species were evaluated based on the following factors, including: (1) species identified by the CNDDB as occurring (either currently or historically) on or in the vicinity of the Project site, and (2) any other special-status animals that are known to occur within the vicinity of the Project site, for which potentially suitable habitat occurs on the site. (FCS, 2025a, p. 8)

3.0 Project Description

The Project would consist of the construction and operation of 269 residential units, three park sites, a vernal pool reserve, conservation/open space areas, roadways, sidewalks, and utility improvements. The Project includes applications for Amendment No. 4 to the Tres Cerritos Specific Plan (TCSPA4) and Revision No. 1 to Tentative Tract Map 31513 (TTM 31513R1), which are described in detail in this Section. Copies of the entitlement application materials for the Project are herein incorporated by reference pursuant to State CEQA Guidelines § 15150 and are available for review at the City of Hemet Planning Division, 445 East Florida Avenue, Hemet, CA 92543. It should be noted that the Project design features described in the following subsections would be fully enforceable by the City of Hemet as part of its review of implementing ministerial applications.

3.1 Proposed Discretionary Approvals

3.1.1 Amendment No. 4 to the Tres Cerritos Specific Plan (TCSPA4)

a) Proposed Land Use Plan

As previously shown on Figure 3 and as previously summarized in Table 1, under existing conditions the TCSP allows for Low Density Residential uses on 53.1 acres which would accommodate for a maximum of 177 dwelling units, private parks/paseos/common areas on 5.6 acres, a vernal pool reserve on 3.5 acres, and open space on approximately 127.9 acres (inclusive of the 68.8 acres of open space previously dedicated to the City of Hemet). As shown on Figure 9, *Proposed Tres Cerritos West Specific Plan Land Use Plan*, and as summarized in Table 2, *Adopted vs. Proposed Land Use Allocation Summary*, the Project Applicant is proposing Amendment No. 4 to the Tres Cerritos Specific Plan (TCSPA4). As shown, proposed TCSPA4 would reconfigure the proposed residential areas on site into three separate Planning Areas. Planning Area 1 would be designated for "Low-Medium Density Residential (LMDR)" land uses, would encompass approximately 24.83 acres, and would be allocated 193 dwelling units on minimum 3,600 square-foot (s.f.) lot sizes, resulting in an overall density of 7.8 dwelling units per acre (du/ac). Planning Area 2 also would be designated for LMDR land uses, would encompass 6.87 acres, and would be allocated a total of 39 dwelling units on minimum 4,500 s.f. lot sizes resulting in an overall density of 5.7 du/ac. Planning Area 3 would be designated for "Low Density Residential (LDR)" land uses, would encompass 9.31 acres, and would be allocated a total of 37 dwelling units on minimum 5,000 s.f. lot sizes resulting in an overall density of 4.0 du/ac. In addition, proposed TCSPA4 would accommodate three park sites on 3.9 acres, a 1.0-acre paseo, a vernal pool reserve area on 3.49 acres, a 59.23-acre conservation area, open space (including slopes) on approximately 3.32 acres, three detention basing on a total of 2.84 acres, the previously-dedicated open space on 68.8 acres, and approximately 6.46 acres of major circulation facilities. In total, proposed TCSPA4 would result in an increase in the number of dwelling units allowed on site by 92 dwelling units, a reduction in areas proposed for residential uses by 12.09 acres, and an increase in non-residential land uses (parks, paseos, open space, and detention basins) by approximately 12.04 acres.

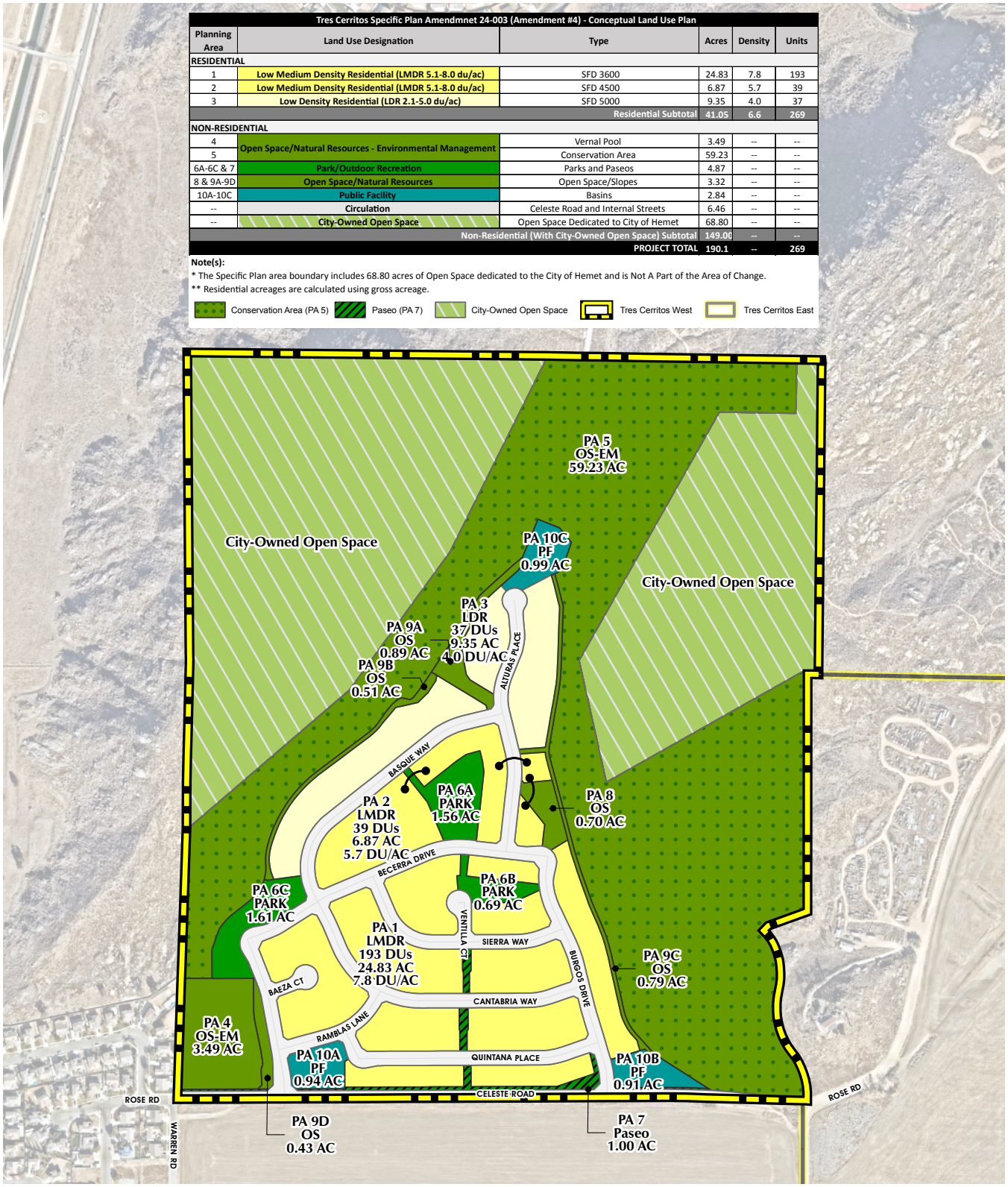
b) Circulation

Proposed TCSPA4 also includes a revised Master Circulation Plan as well as updated roadway cross-sections for the Tres Cerritos West area, as shown on Figure 10, *Proposed Conceptual Master Circulation Plan*, and Figure 11, *Proposed Tres Cerritos West Roadway Cross-Sections*, respectively. A description of roadway improvements proposed within Tres Cerritos West as part of the Project is provided below.

Tres Cerritos Specific Plan Amendmnet 24-003 (Amendment #4) - Conceptual Land Use Plan					
Planning Area	Land Use Designation	Type	Acres	Density	Units
RESIDENTIAL					
1	Low Medium Density Residential (LMDR 5.1-8.0 du/ac)	SFD 3600	24.83	7.8	193
2	Low Medium Density Residential (LMDR 5.1-8.0 du/ac)	SFD 4500	6.87	5.7	39
3	Low Density Residential (LDR 2.1-5.0 du/ac)	SFD 5000	9.35	4.0	37
		Residential Subtotal	41.05	6.6	269
NON-RESIDENTIAL					
4	Open Space/Natural Resources - Environmental Management	Vernal Pool	3.49	--	--
5		Conservation Area	59.23	--	--
6A-6C & 7	Park/Outdoor Recreation	Parks and Paseos	4.87	--	--
8 & 9A-9D	Open Space/Natural Resources	Open Space/Slopes	3.32	--	--
10A-10C	Public Facility	Basins	2.84	--	--
--	Circulation	Celeste Road and Internal Streets	6.46	--	--
--	City-Owned Open Space	Open Space Dedicated to City of Hemet	68.80	--	--
		Non-Residential (With City-Owned Open Space) Subtotal	149.00	--	--
		PROJECT TOTAL	190.1	--	269

Note(s):
* The Specific Plan area boundary includes 68.80 acres of Open Space dedicated to the City of Hemet and is Not A Part of the Area of Change.
** Residential acreages are calculated using gross acreage.

Conservation Area (PA 5) | Paseo (PA 7) | City-Owned Open Space | Tres Cerritos West | Tres Cerritos East



Source(s): Esri, Nearmap Imagery (May 2025), RCIT (2025), SP2 (January 2025)

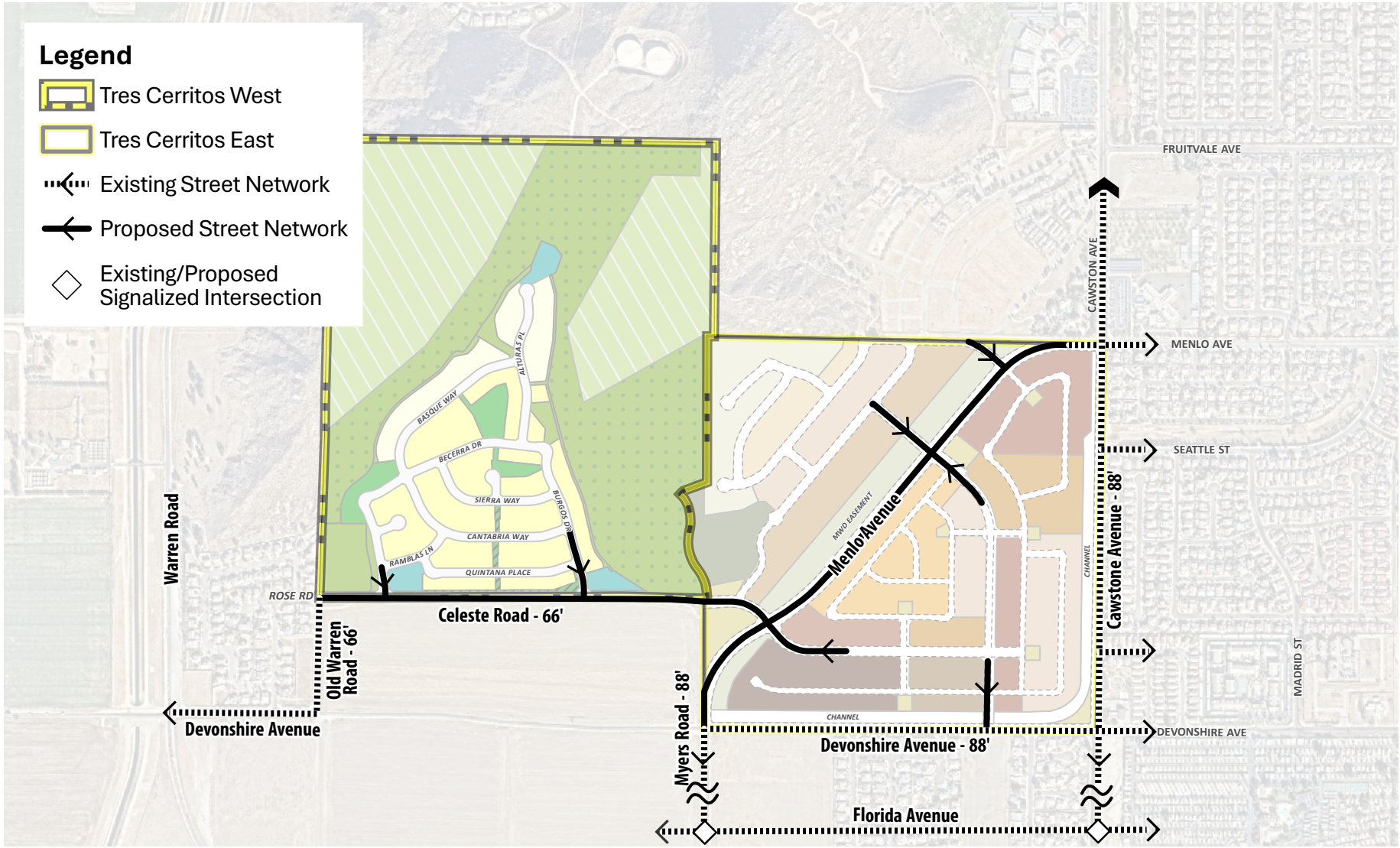
Figure 9

0 150 300 600 Feet

Proposed Tres Cerritos West Specific Plan Land Use Plan

Table 2 Adopted vs. Proposed Land Use Allocation Summary

APPROVED PROJECT						PROPOSED PROJECT					
Planning Area	Land Use	Type	Acres	Units	Density	Planning Area	Land Use	Type	Acres	Units	Density
Residential						**Residential**					
1	Low Density Residential (LDR)	SFD 6000	21.7	89	4.1	1	Low-Medium Density Residential (LMDR)	SFD 3600	24.83	193	7.8
2	Low Density Residential (LDR)	SFD 8000	31.4	88	2.8	2	Low-Medium Density Residential (LMDR)	SFD 4500	6.87	39	5.7
						3	Low Density Residential (LDR)	SFD 5000	9.31	37	4.0
Residential Subtotal:			**53.1**	**177**	**3.3**	**Residential Subtotal:**			**41.01**	**269**	**6.56**
Non-Residential						**Non-Residential**					
3	Private Park, Paseos, Common Area	--	5.6	--	--	6A	Park	Park	1.60	--	--
						6B	Park	Park	0.69	--	--
						6C	Park	Park	1.61	--	--
						7	Park	Paseo	1.00	--	--
4	Vernal Pool Reserve	--	3.5	--	--	4	Open Space – Environmental Management (OS-EM)	Vernal Pool Reserve	3.49	--	--
5	Upland Conservation Area to be Dedicated (Open Space)	--	59.1	--	--	5	Open Space – Environmental Management (OS-EM)	Conservation Area	59.23	--	--
						8	Open Space (OS)	Open Space	0.70	--	--
--	Previously-Dedicated Open Space	--	68.8	--	--	9A	Open Space (OS)	Open Space/Slopes	0.89	--	--
						9B	Open Space (OS)	Open Space/Slopes	0.51	--	--
						9C	Open Space (OS)	Open Space/Slopes	0.79	--	--
						9D	Open Space (OS)	Open Space/Slopes	0.43	--	--
						10A	Public Facilities (PF)	Detention Basin	0.94	--	--
						10B	Public Facilities (PF)	Detention Basin	0.91	--	--
						10C	Public Facilities (PF)	Detention Basin	0.99	--	--
						--	Previously-Dedicated Open Space	--	68.8	--	--
						--	Circulation	--	6.46	--	--
Non-Residential Subtotal			**137.0**	**--**	**--**	**Non-Residential Subtotal:**			**149.04**	**--**	**--**
Approved Project Totals:			**190.1**	**177**	**0.93**	**Proposed Project Totals:**			**190.05**	**269**	**1.42**

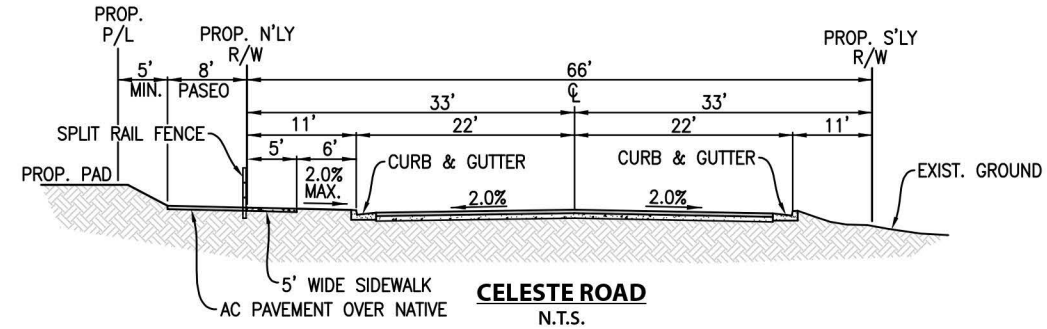


Source(s): Esri, Nearmap Imagery (May 2025), RCIT (2025), SP2 (January 2025)

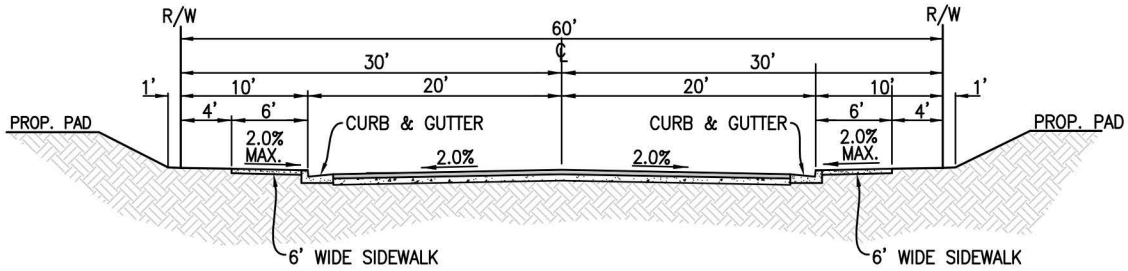
Figure 10

0 250 500 1,000 Feet

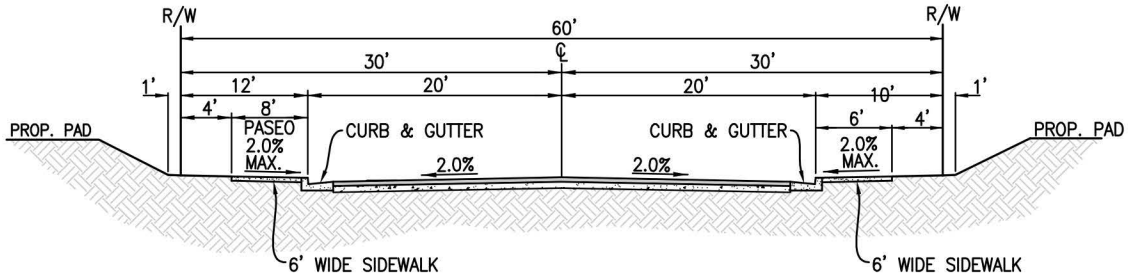
Proposed Conceptual Master Circulation Plan



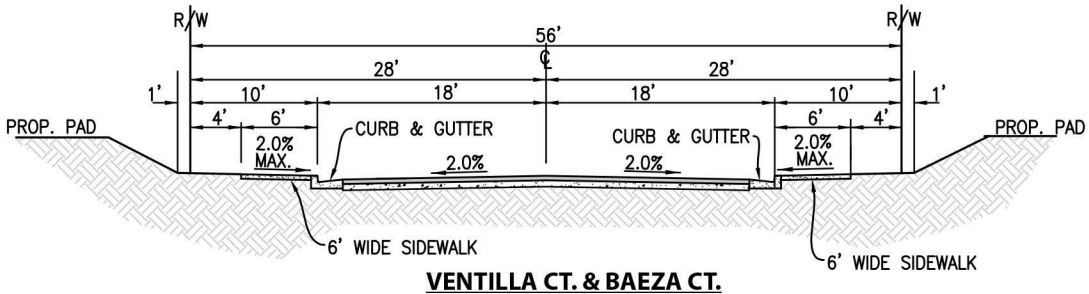
CELESTE ROAD
N.T.S.
(PUBLIC ST.-CITY OF HEMET STD. ST-104)



CANTABRIA WAY, QUINTANA PL., ROTA DR. ALTURAS PL., BURGOS DR., RAMBLAS LN., SIERRA WAY & BASQUE WAY N.T.S.
N.T.S.
(PUBLIC ST. -CITY OF HEMET STD. ST-106A)



BECERRA DR.
N.T.S.
(PUBLIC ST. -CITY OF HEMET STD. ST-106A)



VENTILLA CT. & BAEZA CT.
N.T.S.
(PUBLIC ST.-CITY OF HEMET STD. ST-106)

Figure 11

Not to Scale

Proposed Tres Cerritos West Roadway Cross-Sections

- **Celeste Road**. As part of the Project, approximately 66 feet of right-of-way (ROW) is proposed to be dedicated for Celeste Road along the Tres Cerritos West frontage with this roadway, along with an additional 13 feet that would be dedicated for a paseo. Celeste Road would be improved to include 44 feet of travel lanes and curb/gutter along both sides of the roadway, while the northern edge of Celeste Road would be improved to include a five-foot-wide curb-separated sidewalk within an 11-foot-wide parkway. An additional 13-foot-wide parkway is proposed outside of the proposed Celeste Road ROW that would be separated from the five-foot-wide sidewalk by a split rail fence, and would be improved to include an 8-foot-wide asphalt concrete (AC) pedestrian paseo.

- **Internal Roadways**. Three separate cross sections are proposed for on-site roadways within Tres Cerritos West. Cantabria Way, Quintana Place, Rota Drive, Alturas Place, Burgos Drive, Ramblas Lane, Sierra Way, and Basque Way would include 60 feet of ROW and would be improved to include 40 feet of travel lanes, curb/gutter, and 10-foot-wide landscaped parkways along both sides of the roadway that would include six-foot-wide curb-adjacent sidewalks. Becerra Drive would include a total of 60 feet of ROW, and would be improved to include 40 feet of drive aisles, curb/gutter, a 10-foot-wide landscaped parkway along one side of the roadway that would include a six-foot-wide cub-adjacent sidewalk, and a 12-foot-wide landscaped parkway that would include an eight-foot-wide curb-adjacent paseo. Ventilla Court and Baeza Court, which are the two short cul-de-sacs depicted on Figure 10 in the central and western portions of the Project site, would include 56 feet of ROW, and would be improved to include 36 feet of travel lanes, curb/gutter, and 10-foot-wide landscaped parkways along both sides of the roadway that would include six-foot-wide curb-adjacent sidewalks.

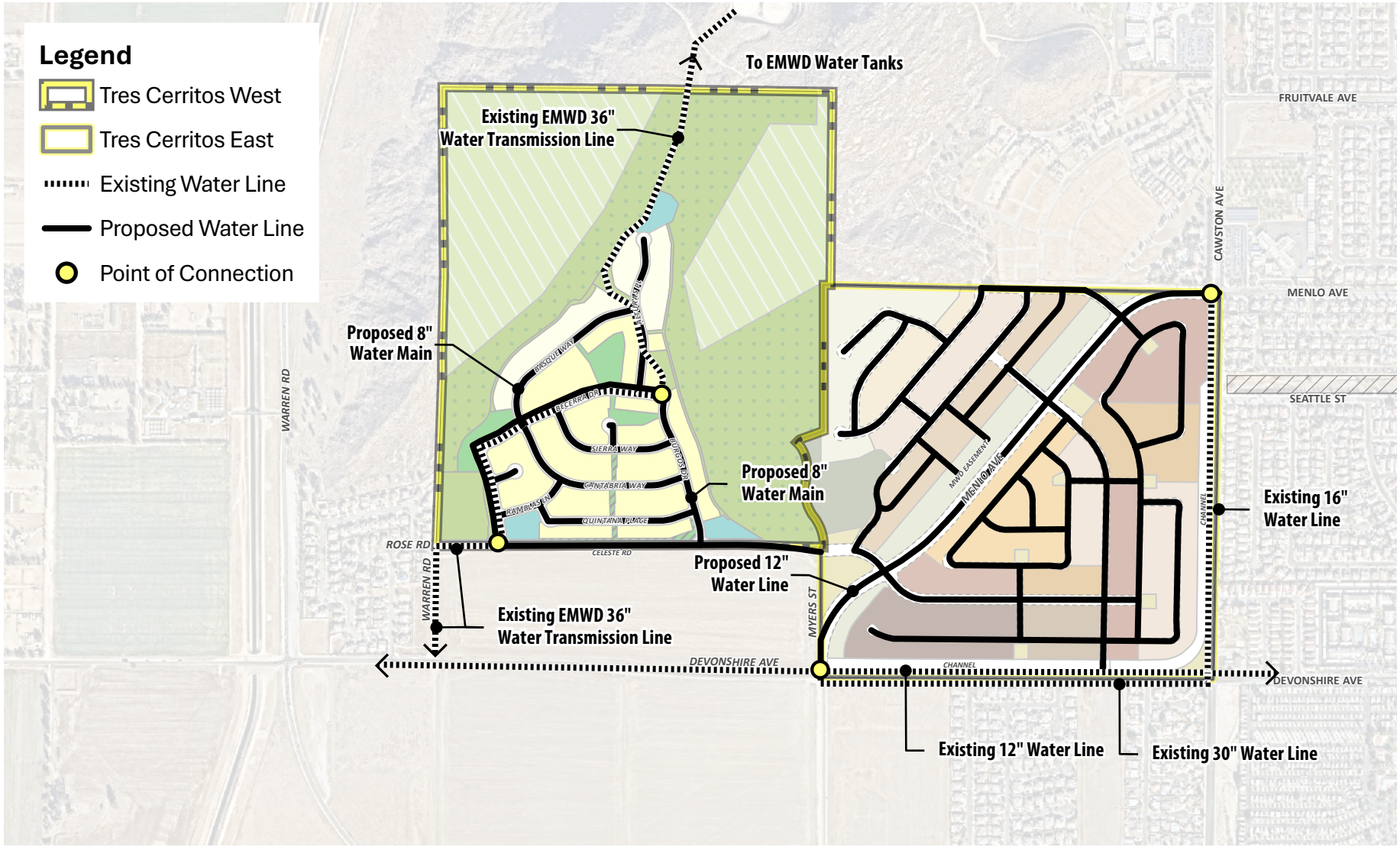
c) Water, Recycled Water, and Sewer

Minor revisions are proposed to the TCSP plans for water, recycled water, and sewer to accommodate the revised land uses proposed as part of the Project.

As shown on Figure 12, *Existing and Proposed Potable Water Line Exhibit*, under existing conditions there is an existing Eastern Municipal Water District (EMWD) 36-inch transmission line that extends from existing water tanks to the north of the Project site, south through Tres Cerritos West site, and southerly to Celeste Road, Warren Road, and Devonshire Avenue. As part of TCSPA4 a potable water system is proposed within internal streets on site that would consist of 8-inch water lines that would connect to the existing EMWD 36-inch water main line in Celeste Road. A secondary point of connection is proposed on site at Becerra Drive at Burgos Drive where a connection to the existing EMWD 36-inch water transmission line is proposed.

At the time the TCSP was adopted, recycled water service was not available in the local area but has since become available in the local area. As shown on Figure 13, *Tres Cerritos West – Existing and Proposed Recycled Water Line Plan*, under existing conditions there is a recycled water line within Celeste Road along the Project site's frontage and within Devonshire Avenue to the South. As part of the Project, a new 8-inch recycled water line is proposed to extend northerly from the existing recycled water line in Devonshire Avenue within Myers Street, westerly within Celeste Road, and northerly within Burgos Drive where it would terminate at the proposed park within Planning Area 6B. The recycled water line is proposed to provide irrigation water for the parks proposed in Planning Areas 6A and 6B.

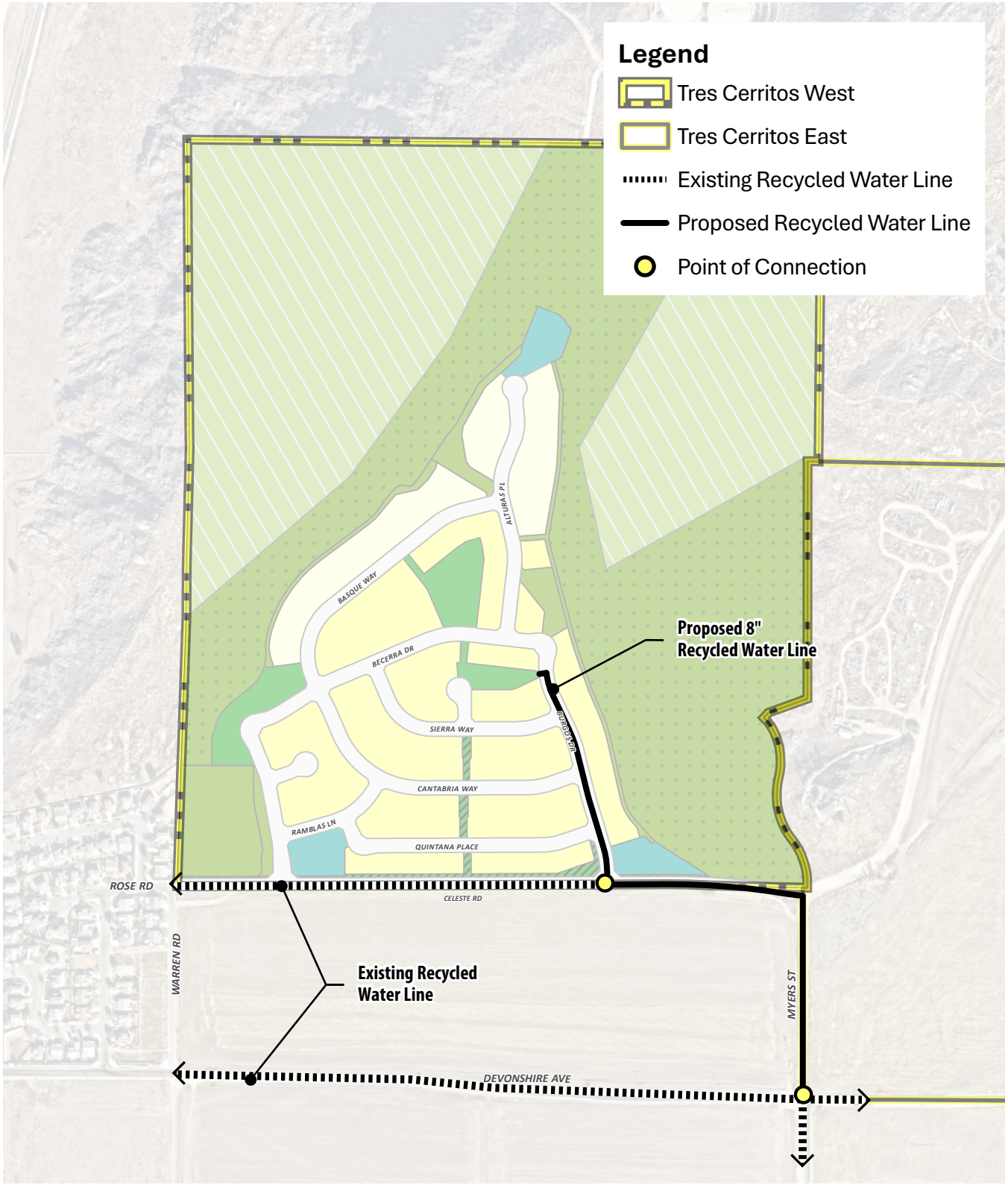
As shown on Figure 14, *Existing and Proposed Sewer Line Plan*, under existing conditions there is an existing 15-ionch sewer main within Old Warren Road. As part of the Project, a series of 8-inch gravity sewer lines would be installed in the on-site roadways, which would convey flows southerly to Celeste Road and westerly to the proposed point of connection with the existing 15-inch sewer line at Old Warren Road.



Source(s): Esri, Nearmap Imagery (May 2025), RCIT (2025), SP2 (January 2025)

Figure 12

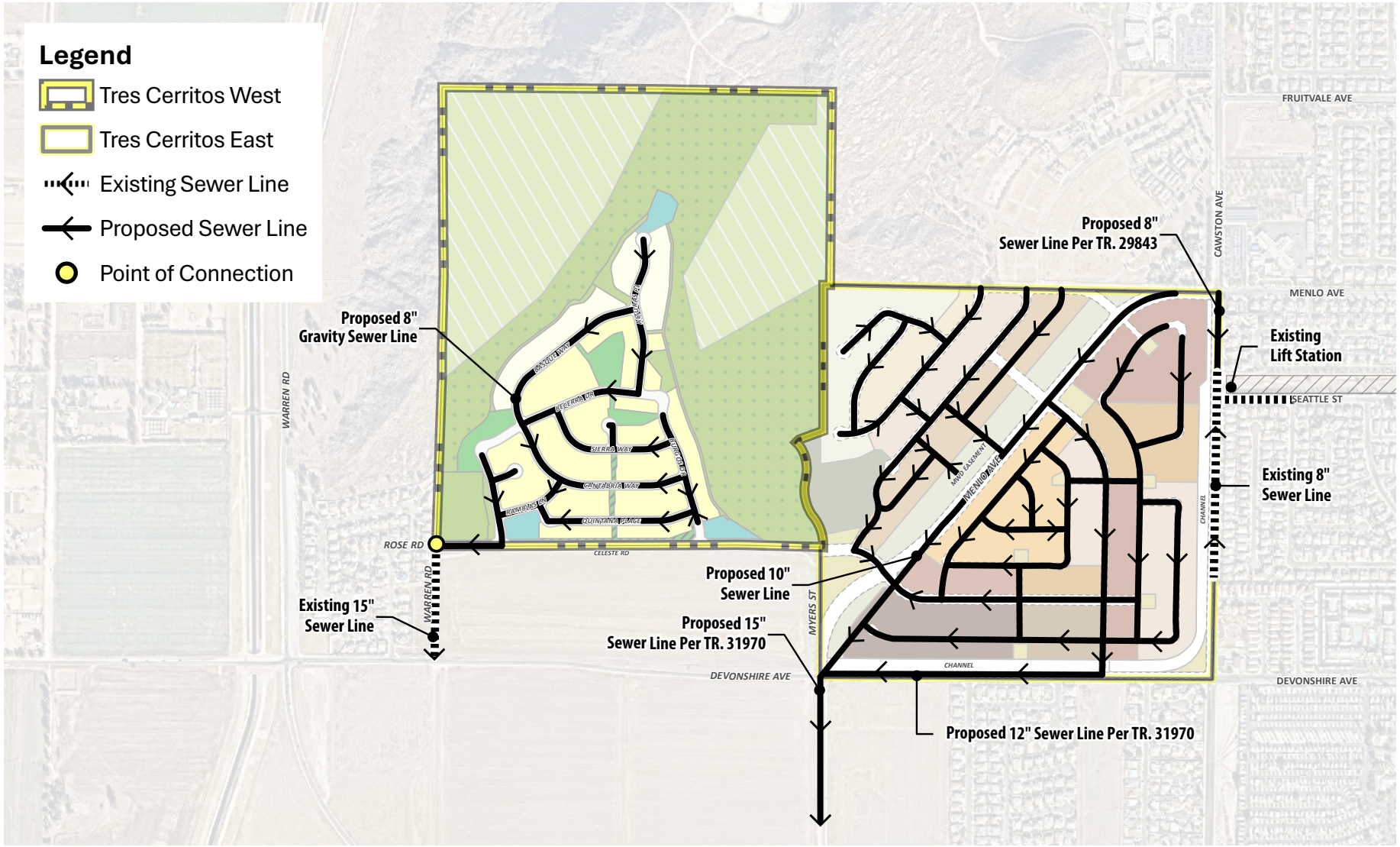
Existing and Proposed Potable Water Line Exhibit



Source(s): Esri, Nearmap Imagery (May 2025), RCIT (2025), SP2 (January 2025)

Figure 13

Tres Cerritos West – Existing and Proposed Recycled Water Line Plan



Source(s): Esri, Nearmap Imagery (May 2025), RCIT (2025), SP2 (January 2025)

Figure 14

Existing and Proposed Sewer Line Plan

d) Grading

Minor changes are proposed to the grading plan development standards contained within Subsection IV.D of the TCSP. Specifically, new grading Development Standard 13 requires the installation of an impact barrier at the base of the slope above the lower 2:1 section that is directed to toward the building pad as necessary in order to preclude rock fall debris from falling into the proposed development area. New grading Development Standard 15 has been added to provide standards for blasting activities that may be needed during the Project's grading phase, as follows:

15) *Prior to approval of any grading permits that require blasting activities and a blasting permit, the Project Applicant shall prepare and submit for City review and approval of a Blasting Noise and Vibration Monitoring and Abatement Plan ("Noise and Vibration Abatement Plan"). The required Noise and Vibration Abatement Plan shall include the name and qualifications of the person(s) responsible for monitoring and reporting blast vibrations. In addition, the Noise and Vibration Abatement Plan shall require a minimum of three (3) seismographs for monitoring peak ground vibration and air-overpressure. The Noise and Vibration Abatement Plan also shall require that equipment and its use shall conform fully to the standards developed by the Vibration Section of the International Society of Explosive Engineers (ISEE). For all blasts, the Noise and Vibration Abatement Plan shall require monitoring of ground motion and air-overpressure at the nearest residential properties or other structure of concern. The Noise and Vibration Abatement Plan also shall specify a minimum trigger level for monitoring of 0.05 in/s for ground motion and 120 dB for air-overpressure. Additionally, the Noise and Vibration Abatement Plan shall require regular reporting of blasting and measurements to the City of Hemet, and shall include a copy of the instrument/software-generated blast monitoring report at each instrument location that includes measured peak particle velocity in inches per second, peak air-overpressure in linear-scale decibels, and vibration and air-overpressure event plots, with date and time of event recording. In addition, the Noise and Vibration Abatement Plan shall include the following requirements:*

   i. *Prior to commencement of any blasting, a pre-blast survey of the conditions of all existing property and aboveground utilities located within 300 feet of any potential blasting areas shall be conducted. The pre-blast survey shall include a photographic record of all visible and accessible structures, facilities, utilities, or other improvements. The survey shall document the interior and exterior conditions of all residential property and associated structures located within 500 feet of blasting areas. If property owners refuse surveys, provide copies of certified-mail letters documenting attempts to provide the survey by a third-party professional survey company. The required surveys shall include a description of the interior and exterior condition of the various structures examined. Descriptions shall include the locations of any cracks, damage, or other existing defects and shall include information needed to identify and describe the defect, if any, and to evaluate the construction operations on the defect. Survey records shall include photos of all cracks and other damaged, weathered, or otherwise deteriorated structural conditions. If necessary, macro lenses and flash illumination shall be used to ensure defects are shown clearly in the photographs. Photos shall contain an accurate date stamp. No blasting shall occur prior to completion of surveys of surrounding residential properties. Surveys also shall be repeated at facilities or properties where damage concerns have been expressed by individual residents, property owners, or other concerned parties. Details of any observed changes to surveyed structures and documenting photos shall be reported and submitted to the City of Hemet.*

   ii. *Blasting only shall be allowed Monday through Friday only between the hours of 8:00 a.m. and 5:00 p.m.*

iii. *No blasting shall occur closer than 100 feet from residential structures. In the event that non-rippable materials are encountered within 100 feet from any residential structure, alternative methods shall be employed to reduce blasting-related noise and vibration impacts. Alternative rock blasting within 100 feet of residential homes may include methods such as the drilling of holes in the largest area of rock, inserting expansive grout or small charges into each whole to fragment the rock into smaller pieces, and then crushing the pieces for transport or other use.*

iv. *No more than a total of 2,000 pounds of explosive shall be detonated each day, excluding detonators.*

v. *All blasts located within 500 feet of any structures or above ground utilities shall be covered with woven steel cable or steel-cable and rubber-tire blasting mats with a minimum weight of 30 pounds per square foot. Woven polypropylene or similar weed-barrier fabric, covered with at least 6 inches of soil or sand shall be placed over blast areas to protect initiators before mats are placed. Mats shall be overlapped at least 3 feet and shall completely cover the blast area and extend at least three feet beyond the blast area in all directions. If any flyrock or blasted material is thrown more than 10 feet or half the distance to the nearest structure, whichever is less, blasting shall be suspended until the City's has approved a revised blasting plan showing revisions to assure adequate ground movement control.*

vi. *Before blasts are covered, all loose soils above the blast shall be removed where feasible. Remaining ground located within 20 feet of the blast shall be thoroughly wetted with water to suppress airborne dust. Sand or soils placed over weed-barrier fabric shall be similarly wetted before placing blast mats.*

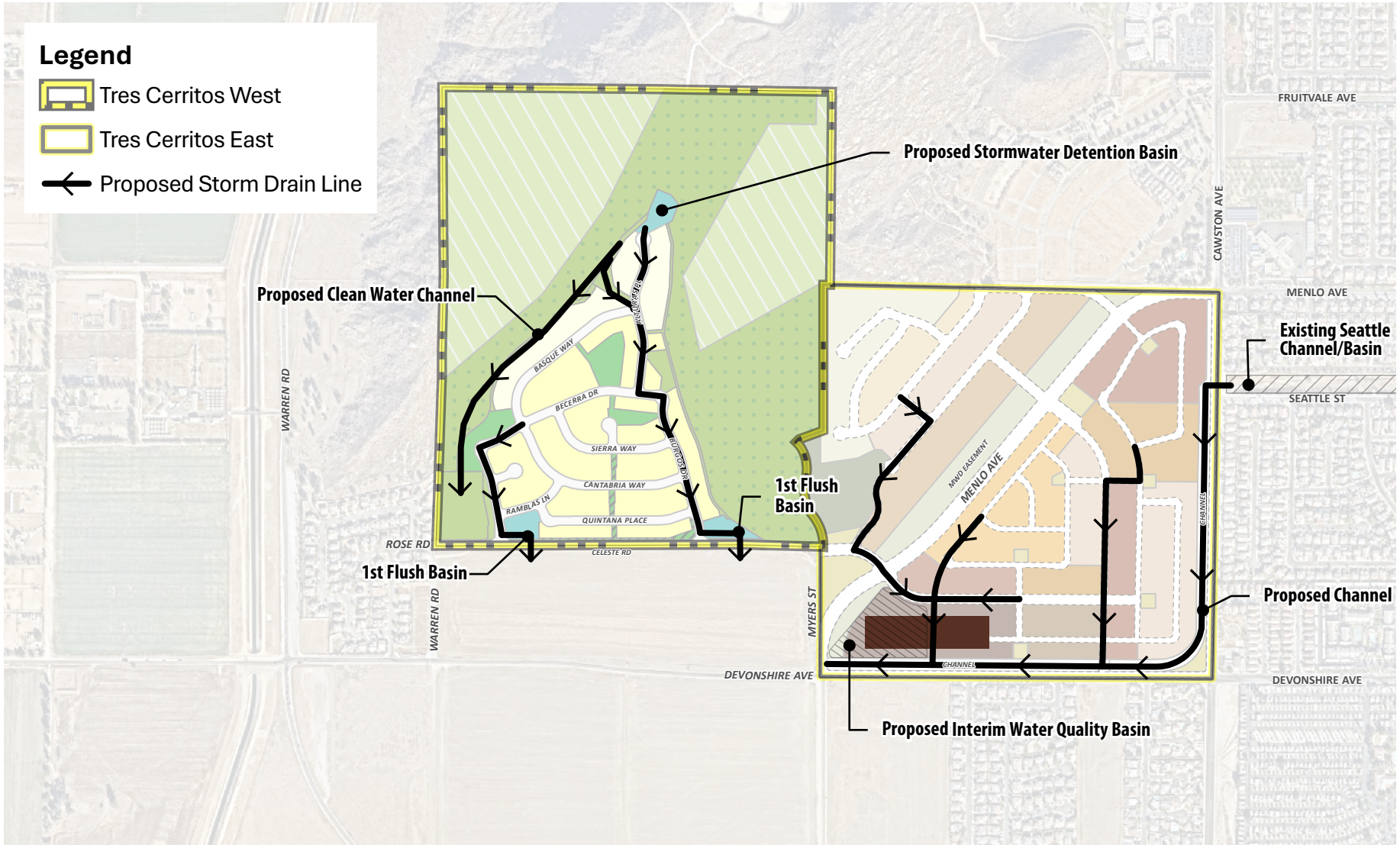
vii. *If specified vibration limits are exceeded, blasting operations shall cease immediately and a revised blasting plan shall be submitted to the City of Hemet. Blasting shall not resume until a revised blasting plan has been reviewed and the Contractor has expressed in writing the conditions that will be applied to further blasting work.*

viii. *Project grading and blasting contractors shall be required to ensure compliance with the Noise and Vibration Abatement Plan requirements and shall permit periodic inspection of the construction site by City of Hemet staff or its designee to confirm compliance. The requirements of the Noise and Vibration Abatement Plan also shall be specified in bid documents issued to prospective construction contractors. The City of Hemet shall review all monitoring reports to ensure compliance with the Noise and Vibration Abatement Plan, and shall have the authority to stop all blasting activities on site if it is determined that blasting activities are not being conducted in conformance with Noise and Vibration Abatement Plan and/or the above-listed requirements.*

e) Drainage

As part of the Project, minor revisions to the TCSP drainage plans are proposed for the Tres Cerritos West site. The adopted TCSP includes drainage plans for both the interim and ultimate conditions, although the interim conditions primarily would affect the Tres Cerritos East portion of the TCSP and no changes to the drainage plan for Tres Cerritos East are proposed as part of the Project. As shown on Figure 15, *Existing and Proposed Master Drainage Plan – Interim Condition*, and Figure 16, *Existing and Proposed Master Drainage Plan – Ultimate Condition*, drainage from the Tres Cerritos West portion of the TCSP would be conveyed through an underground storm drain system, with line sizes ranging from 18- to 54-inches in size.

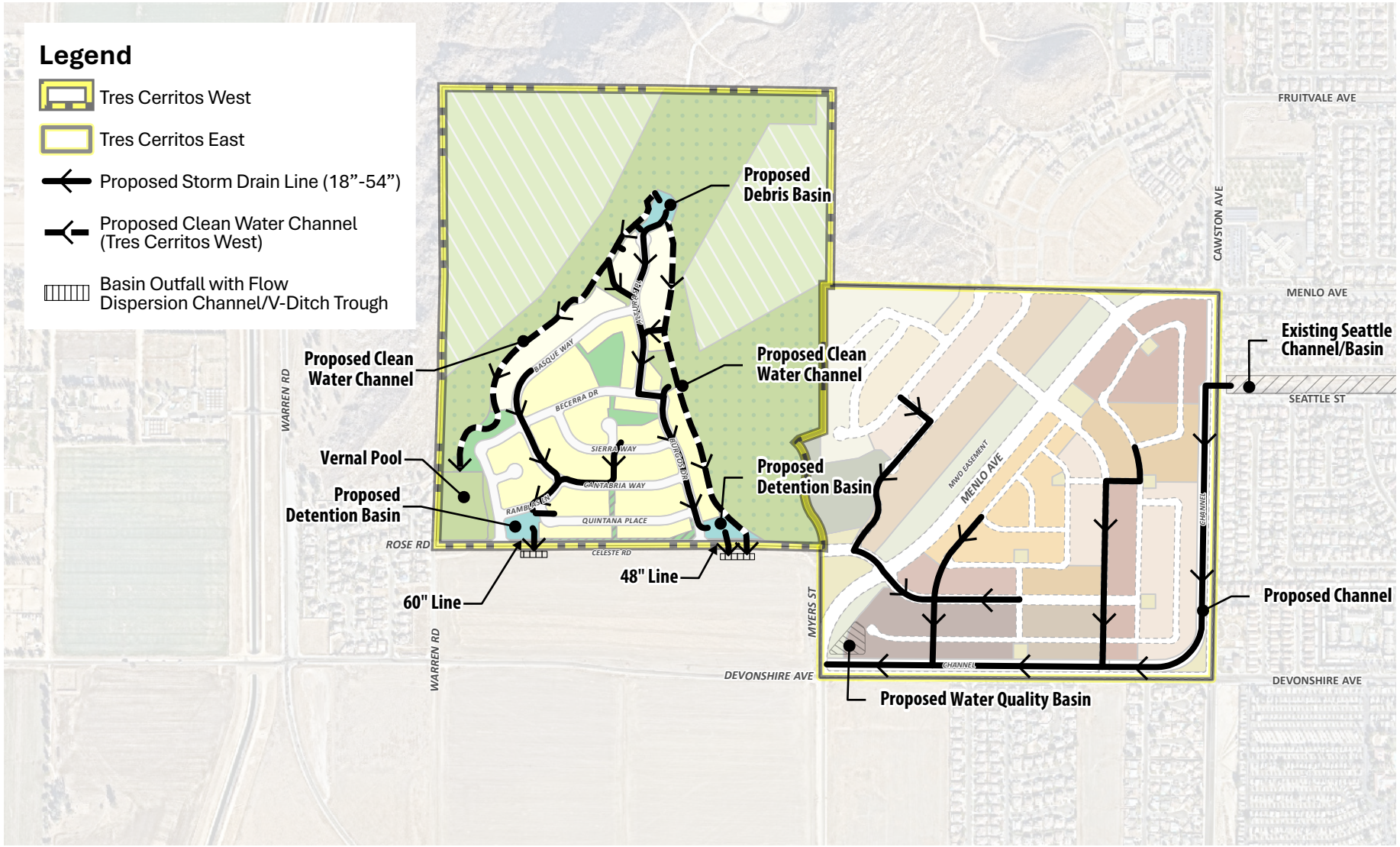
A debris basin is proposed within Planning Area 10C, at the north end of the Tres Cerritos West site, with seasonal flows exiting the Tres Cerritos canyon area and discharging into the proposed on-site storm drain system. Runoff



Source(s): Esri, Nearmap Imagery (May 2025), RCIT (2025), SP2 (January 2025)

Figure 15

Existing and Proposed Master Drainage Plan – Interim Condition



Source(s): Esri, Nearmap Imagery (May 2025), RCIT (2025), SP2 (January 2025)

Figure 16

Existing and Proposed Master Drainage Plan – Ultimate Condition

originating from the western hillside would be collected by a concrete v-ditch clean water channel and would be conveyed towards the existing vernal pool located in Planning Area 4. The vernal pool would be supplied with clean stormwater from this undeveloped hillside tributary.

Urban flows generated within the eastern portions of the Project site would be intercepted by catch basins and conveyed into the storm drain system, which would convey flows to the water quality basin proposed within Planning Area 10B, where flows would be treated for water quality purposes. The treated flows would then be discharged via a 48-line proposed under Celeste Road and into a proposed concrete flow dispersion drainage channel parallel to the road and spread in a surface level concrete flow dispersion drainage channel/v-ditch trough on the south side of Celeste Road within the existing ROW. The channel would be designed so that drainage will spill over the edge of the trough in a sheet-flow manner similar to the existing condition. This also would prevent destructive concentrated flow paths forming on the neighboring property. Increased runoff would be detained on site.

For low-flow events, treated stormwater runoff would be pumped to the flow dispersion drainage channel until the basins have been emptied. In the future, the development south of the Project site would extend their storm drainage system to connect to the Tres Cerritos West area's basin outlet pipes and would convey the detained flows to a future planned regional basin.

f) Fuel Modification Plan

As part of the Project, subsection IV.G, *Fuel Modification Plan (Tres Cerritos West)* is proposed to be added to the TCSP infrastructure plan in order to specify requirements related to fuel modification and treatment, and is intended to ensure that measures are incorporated into the Project design to reduce the potential for wildfire hazards affecting future residential dwelling units on site. The Fuel Modification Plan development standards are based on a Project-specific Fire Protection Plan prepared by Firewise 2000, titled, "Fire Protection Plan, TTM 31513, Tres Cerritos," dated August 3, 2022, and included herein as *Technical Appendix M*. The new Fuel Modification Plan requirements are provided below and would be enforced as part of future implementing building permit applications.

G. Fuel Modification Plan (Tres Cerritos West)

Per Cal Fire's 2025 Fire Hazard Severity Zones (FHSZ), the TCW area is located within the Very High FHSZ. Therefore, a Fuel Modification Plan (FMP) was prepared for the TCW portion of the TCSP to ensure the protection of the community's homes and other structures from fire hazards. The FMP creates a plan that provides this protection while simultaneously creating a smooth visual transition from the natural vegetation which may be located to the homeowner's front, side, and/or rear landscapes.

Fuel treatment zones within TCW exist within all residential Planning Areas, as well as in Planning Areas 9A-9C where they abut residential development areas. Homeowners shall be responsible for maintaining Fuel Modification Zones on their lots. Lots that are within Planning Areas adjacent to open space will be developed in accordance with the FMP to provide adequate buffering and fuel modification zones consistent with City of Hemet standards. Planting shall be in accordance with the City of Hemet requirements and shall utilize appropriate plant materials and irrigation treatments. Together, Fuel Treatment Zones 1A, 1B, 2, and 3 together, are sufficient to mitigate direct flame contact and the radiant heat effects of a worst-case wildland fire with 3.1-foot flame lengths. Four (4) separate fuel treatment zones will be provided where the conditions outlined below exist, each of which are described below:

1. Fuel Treatment Zone 1A (Lot Owner Maintained)

Fuel Treatment Zone 1A is 30 feet in depth and would be required to be free of all combustible construction and materials. This zone is measured from the exterior walls of the structure or from the most distal point

of a combustible projection, an attached accessory structure, or an accessory structure within 10 feet of a habitable structure. It provides the best protection against the high radiant heat produced by a wildfire and a generally open area in which fire suppression forces can operate during wildfire events. Combustible decks, patio covers and gazebos would be prohibited in this zone. If replanted by the homeowner, the landscaping requirements below shall be followed.

- *Required Landscaping*
  - *Plants in this zone need to be fire resistant and shall not include any pyrophytes that are high in oils and resins such as pines, eucalyptus, cedar, cypress or juniper species. Plants used in fuel modification zones should exhibit the following qualities to be the most "fire resistant: thick, succulent or leathery leaf species with high moisture content; tendency to produce limited litter; the presence of high salt levels or similar compounds which may contribute to fire resistance; ability to withstand drought; and the ability to withstand severe pruning. Refer to APPENDIX 'A' for the Hemet Fire Department (HFD) Prohibited Plant list.*
  - *Zone 1A will be cleared of all fire prone and undesirable plant species (see APPENDIX 'A' of the corresponding Fire Protection Plan).*
  - *Landscape designs using hardscape features such as driveways, swimming pools, concrete, rock, pavers, and similar non-combustible features to break up fuel continuity within Zone 1A are encouraged.*
  - *Landscaping shall be irrigated and primarily consist of fire-resistant, maintained native or ornamental plantings.*
  - *Plants shall be low growing and approved by the HFD. Mature height of plants shall not exceed 18 inches.*
  - *Trees shall be single specimens or groupings of not more than three trees selected from the approved plant list. Trees are to be planted such that the mature canopies will be at least 10 feet from the exterior walls of the structure or from the most distal point of a combustible projection, an attached accessory structure, or an accessory structure within 10 feet of a habitable building.*
  - *Trees must have a minimum of six (6) feet of vertical separation from low growing, irrigated vegetation beneath the canopy of each tree.*
- *Required Maintenance*
  - *Lots shall be maintained year round by the individual property owners within their property boundary (lot lines) and the HOA outside the lot as required by the corresponding Fire Protection Plan or the HFD.*
  - *Remove and replace any dead or dying plant material monthly.*
  - *Native annual and perennial grasses will be allowed to grow and produce seed during the winter and spring. As grasses begin to cure (dry out), they will be cut to four (4) inches or less in height.*
  - *Trees must be maintained to have a minimum of six (6) feet of vertical separation from low growing, irrigated vegetation beneath the canopy of each tree.*
  - *All trees must be maintained to the current ANSI A300 standards.*

2. Fuel Treatment Zone 1B (Lot Owner Maintained)

Fuel Treatment Zone 1B would consist of an irrigated zone that includes manufactured slopes and would have the same landscaping and maintenance requirements as described above for Zone 1A.

3. Fuel Treatment Zone 2 (Homeowners' Association Maintained)

Fuel Treatment Zone 2 would consist of an irrigated zone that includes manufactured slopes and has the same landscaping and maintenance requirements as Zone 1A.

4. Fuel Treatment Zone 3 (Homeowners' Association Maintained)

Fuel Treatment Zone 3 is a transition area between the strict requirements of irrigated Zones 1A, 1B and 2 and the undisturbed native vegetation, and would consist of a non-irrigated thinning zone beginning at the outer edge of the concrete drainage swales proposed along the slopes at the outer edges of the proposed development. Coupled with Zones 1A, 1B, Zone 2 and the concrete swale, Fuel Treatment Zone 3 would complete the required 100 feet of treated area. Thinning zones are utilized to reduce the fuel load of a wildland area adjacent to urban projects thereby reducing the radiant and convective heat of wildland fires. The exterior boundary of Fuel Treatment Zone 3 shall be marked on the ground for the purpose of guiding annual fuel treatment maintenance and inspection operations. The most reliable markers are steel fence posts with a baked on painted finish. The upper half of the above ground portion of the fence post is then painted a bright "day glow" orange to improve visibility. These Fuel Treatment Zone markers must be spaced so that the markers on each side of an installed marker can be seen from that marker.

- *Required Landscaping*
  - *Thinning the native vegetation to a point where 50% open space is created.*
  - *Removal of all dead woody debris and exotic or native flammable vegetation (see APPENDIX 'A' of the corresponding Fire Protection Plan).*
  - *Allowances for the needs of protected species and habitats will be considered in this zone.*
  - *No combustible construction or materials are allowed in Zone 2.*
- *Required Maintenance*
  - *Annually maintain all tree crowns to keep a separation of six feet between the ground fuels (shrubs and ground covers) and the lower limbs.*
  - *All trees must be maintained to the current ANSI A300 standards.*
  - *Native annual and perennial grasses will be allowed to grow and produce seed during the winter and spring. As grasses begin to cure (dry out), they will be cut to four (4) inches or less in height.*
  - *Annually remove all dead and dying vegetation and highly flammable exotic species (see APPENDIX 'A' of the corresponding Fire Protection Plan).*

5. Development Standards

- *All structures shall meet all wildland/interface standards to the satisfaction of the HFD and be designed and constructed with ignition resistant construction requirements.*
- *All construction and ignition resistant requirements shall meet the 2015 International Wildland-Urban Interface Code (IWUIC), including amendments; related ordinances; the 2016 CA Fire and Building Code, Chapter 7A-California Building Code, Hemet City codes, or the current codes in force at the time of permit application.*
- *All non-habitable accessory structures such as decks, balconies, patio, covers, gazebos and fences shall be built from non-combustible materials.*
- *Construction or building permits shall not be issued until the fire code official inspects and approves required fire apparatus access, setbacks and water supply for the construction site.*
- *Prior to the delivery of combustible building construction materials to the project site the following conditions shall be completed to the satisfaction of the HFD:*
  - *Water and power utilities shall be approved and installed by the appropriate inspecting department or agency.*
  - *Approved Zone 2 fuel treatment shall be provided prior to combustible material arriving on the site and shall be maintained throughout the duration of construction. Zone 1A shall be cleared of all vegetation prior to construction and subsequently planted to the requirements stated in Sections 6.1 and 6.2 after construction is completed.*

g) Permitted Uses and Development Regulations

As part of the Project, the TCSP list of permitted uses and development regulations would be modified to address the land uses proposed as part of the Project within Tres Cerritos West. Specifically, TCSP Table V-1, which provides development standards for residential uses within Tres Cerritos West, would be modified to address the three different residential product types proposed as part of the Project, as summarized in Table 3, *Proposed Tres Cerritos West Residential Area Minimum Development Standards*. The proposed development standards have been tailored to address the 3,600 s.f., 4,500 s.f., and 5,000 s.f. minimum lot sizes proposed for Planning Areas 1, 2, and 3, respectively.

Table 3 Proposed Tres Cerritos West Residential Area Minimum Development Standards

Residential Lot Area	SFD 3600	SFD 4500	SFD 5000
Unit Square Footage Range	1352-2516 sf	1352 – 2537 sf	1890 – 2537 sf
Minimum Lot Area	3600 sf	4500 SF	5000 sf
Lot Width	40 ft	45 ft	50 ft
Lot Depth	90 ft	100 ft	100 ft
Front Yard (Minimum)			
Setback to Living Area	One-Story: 15 ft Two-Story: 20 ft	One-Story: 15 ft Two-Story: 20 ft	One-Story: 15 ft Two-Story: 20 ft
Setback to Porch	10 ft	10 ft	10 ft
Setback to Garage	20 ft	20 ft	20 ft
Side Yard (Minimum)			
Interior	5 ft	5 ft	5 ft
Street Side	10 ft	10 ft	10 ft
Rear Yard			
Setback to Living Area	12 ft	12 ft	12 ft
Setback to Patio	10 ft	10 ft	10 ft
Lot Coverage	60%	60%	60%
Height (Above Grade)	35 feet	35 feet	35 feet
Required Parking	Parking required (see Article XL of the Hemet Municipal code)		
Signage	Signing permitted (see Article XXXVI of the Hemet Municipal Code)		

In addition, TCSP Subsection V.C is proposed to be revised to include standards related to energy efficiency for the Tres Cerritos West portion of the TCSP area, as follows:

C. Sustainable Design

1. Tres Cerritos West

Tres Cerritos West incorporates the following provisions to maximize the efficient use of resources.

- *Energy Efficiency*
  - *All future on-site development shall be served by electricity and no natural gas connections shall be allowed.*
  - *All future on-site development shall require Energy Star-rated appliances including refrigerator, laundry appliances, dishwasher, ceiling fan, etc.*
  - *All future on-site development shall require low-flow water fixtures including toilets, showerheads, bathroom faucets, kitchen faucets, dishwashers, and laundry appliances.*
  - *On-site landscaping shall utilize electric landscape equipment only.*

- *All future on-site development shall include installation of solar photovoltaic (PV) electricity with a generation capacity of 3-kilowatt hour (kWh) for all floor plans above 1,700 square feet (sf) and use a minimum 2.1 kWh for all floor plans below 1,700 sf.*

h) Implementation and Maintenance

As part of the Project, minor revisions are proposed to the TCSP requirements related to implementation and maintenance. These revisions would include a minor provision that would authorize the Planning Director to administratively approve any proposed reduction in the number of dwelling units allowed on site, and to allow for administrative approval by the Planning Director for any decrease in proposed open space areas of up to 10%.

In addition, the TCSP Phasing Plan is proposed to be revised for the Tres Cerritos West area to identify phasing for the Project's proposed residential uses, as shown in Table 4, *Proposed Revised Tres Cerritos West Phase I Anticipated Development Phasing*.

In addition, the proposed TCSPA4 also would include proposed maintenance responsibilities for the Tres Cerritos West area. The phasing plan proposes maintenance of all private facilities by neighborhood homeowners' associations (HOAs), while the City of Hemet would be responsible for maintaining public roadways and associated landscaped parkways within the public ROW. The maintenance responsibilities for other common community facilities are proposed to be divided among the HOA(s), individual homeowners, and/or other similar maintenance entities.

Table 4 Proposed Revised Tres Cerritos West Phase I Anticipated Development Phasing

Housing Type	Number of Units	Location
SFD 3600	193	Planning Area 1
SFD 4500	39	Planning Area 2
SFD 5000	37	Planning Area 3

i) Design Guidelines

As part of proposed TCSPA4, the TCSP architectural design guidelines would be modified to address the types of dwelling units anticipated for the Tres Cerritos West area. As proposed, the homes within Tres Cerritos West would include three architectural styles, American Country, Craftsman, and Santa Barbara.

In addition, as part of TCSPA4, the conceptual landscape plan for the Tres Cerritos West area would be revised to reflect the currently-proposed land use plan, and is depicted on Figure 17, *Tres Cerritos West Proposed Conceptual Landscape Plan*.

Proposed TCSPA4 also would include minor revisions to the primary and secondary entries proposed within Tres Cerritos West, and includes updated entry monumentation elevations reflecting the intended entry treatments for the main entries into Tres Cerritos West.

Additionally, proposed TCSPA4 includes conceptual park plans for the parks proposed within Planning Areas 6A, 6B, and 6C. The conceptual improvement plans for these park sites are depicted on Figure 18, *Tres Cerritos West Proposed Conceptual Park Plans*. As shown, the proposed park in Planning Area 6A would include landscaping, a tot lot, picnic areas with shade structures, barbeques, concrete seating areas, and concrete walkways providing connections to Becerra Drive and Basque Way. The proposed park in Planning Area 6B would be accessed via Burgos Drive, Becerra Drive, and Ventilla Court, and would be improved to include landscaping and a concrete

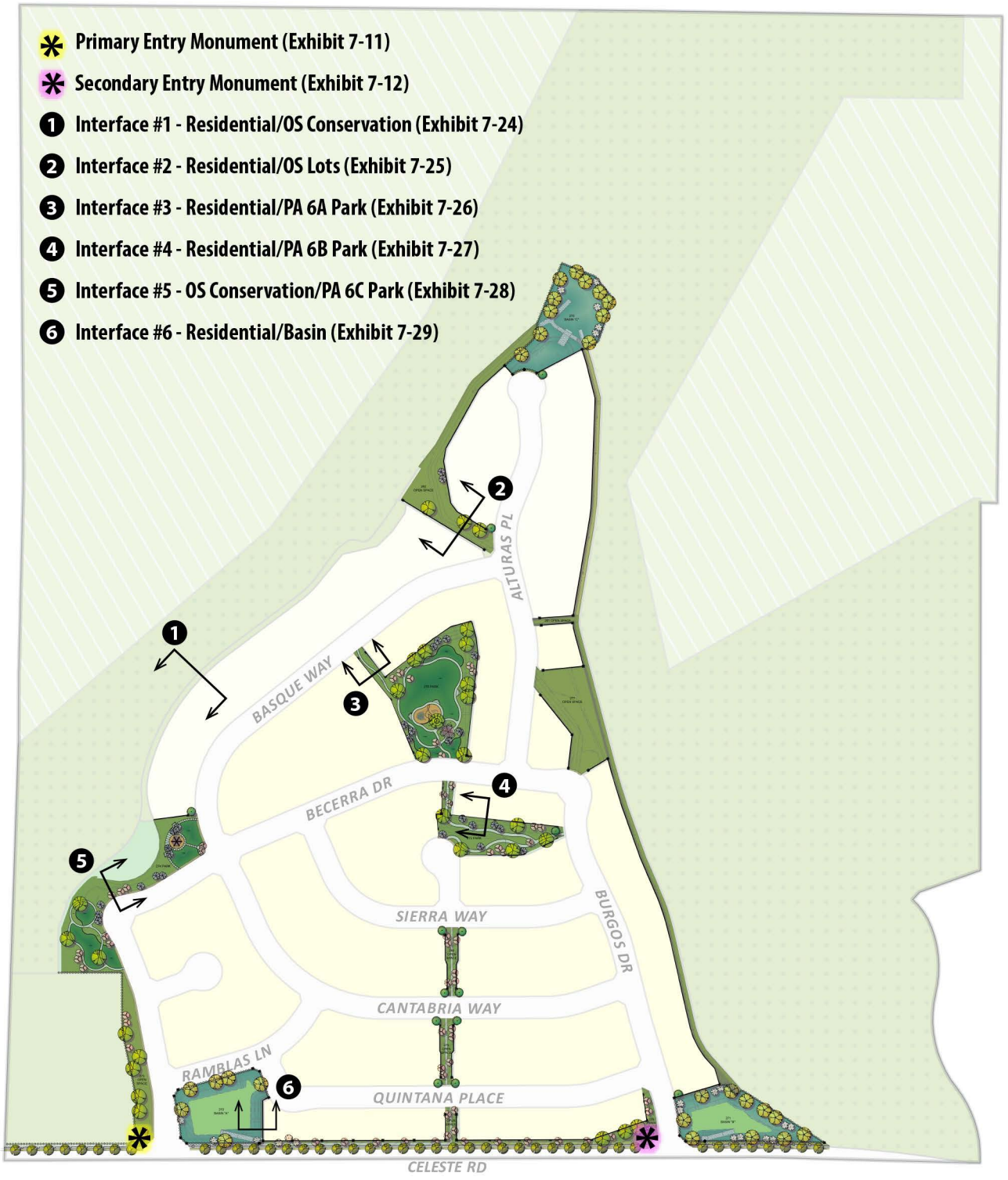
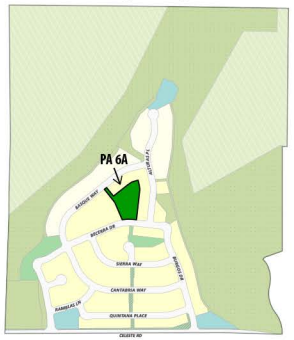


Figure 17

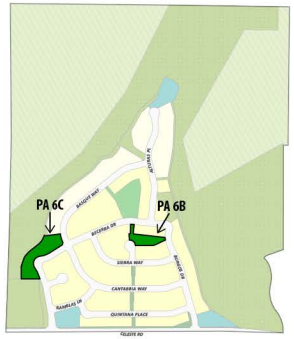
Not to Scale

Tres Cerritos West Proposed Conceptual Landscape Plan

Key Map



Key Map



PA 6B

LEGEND
1. CONCRETE WALKWAY
2. CONCRETE SEATING AREA WITH BENCH AND TRASH RECEPTACLE

PA 6A

LEGEND
1. LAWN AREA
2. CONCRETE WALKWAY
3. PLAYGROUND WITH PLAY EQUIPMENT AND RUBBER SURFACING
4. PICNIC AREA WITH BBQ GRILLS, HOT TRASH RECEPTACLE, PICNIC TABLES, ADA PICNIC TABLE AND SHADE STRUCTURE
5. CONCRETE SEATING AREA WITH BENCH(ES) AND TRASH RECEPTACLE

PA 6C

LEGEND
1. LAWN AREA
2. CONCRETE WALKWAY
3. CONCRETE SEATING AREA WITH BENCH AND TRASH RECEPTACLE
4. GROUP FITNESS AREA WITH FITNESS EQUIPMENT, SHADE STRUCTURE AND RUBBER SURFACING

Source(s): WHA (02-27-2025)

Figure 18

Not to Scale

Tres Cerritos West Proposed Conceptual Park Plans

walkway with concrete seating areas/benches. The proposed park in Planning Area 6C would be access via Cantabria Way and Becerra Drive, and would be improved to include landscaping (including a lawn area), concrete walkways, benches, a group fitness area, and shade structures.

In addition, proposed TCSPA4 includes updated streetscape exhibits to reflect the revisions to the proposed Circulation Plan as discussed above, and to depict required treatments for interfaces between the various land uses proposed on site.

Finally, proposed TCSPA4 also includes an updated conceptual fence and wall plan, as depicted on Figure 19, *Tres Cerritos West Proposed Conceptual Wall and Fence Plan*. As shown, walls and fences are proposed around the perimeter and interior of each residential planning area where they interface with roads, parks, debris/detention/ water quality basins, and recreational areas. Where walls and fencing are necessary, they would be designed to create a sense of community space, increase privacy, and security, provide noise attenuation, fire protection, and act as a buffer between neighborhoods or different land uses. Walls and fences would be constructed of materials, colors, and textures that are similar and harmonious with the architecture and may include metal fencing. Figure 20, *Tres Cerritos West Conceptual Wall and Fence Elevations*, depicts the five types of walls and fencing proposed within the Tres Cerritos West area.

3.1.2 Revision No. 1 to Tentative Tract Map No. 31513 (TTM 31513R1)

a) Proposed Land Uses

As shown on Figure 21, *Revision No. 1 to Tentative Tract Map No. 31513*, and as summarized in Table 5, *Revision No. 1 to Tentative Tract Map No. 31513 Land Use Summary*, the Project Applicant is proposing Revision No. 1 to Tentative Tract Map No. 31513 (TTM 31513R1). As shown, TTM 31513R1 would accommodate 193 dwelling units with minimum 3,600 s.f. lot sizes on approximately 19.01 acres, 39 dwelling units with minimum 4,500 s.f. lot sizes on approximately 5.53 acres, 37 dwelling units with minimum 5,000 s.f. lot sizes on approximately 7.82 acres, three park sites on a total of 3.87 acres, three detention basins on a total of 2.84 acres, 14 lots for open space (including slopes) on 67.03 acres, and public streets on approximately 15.15 acres.

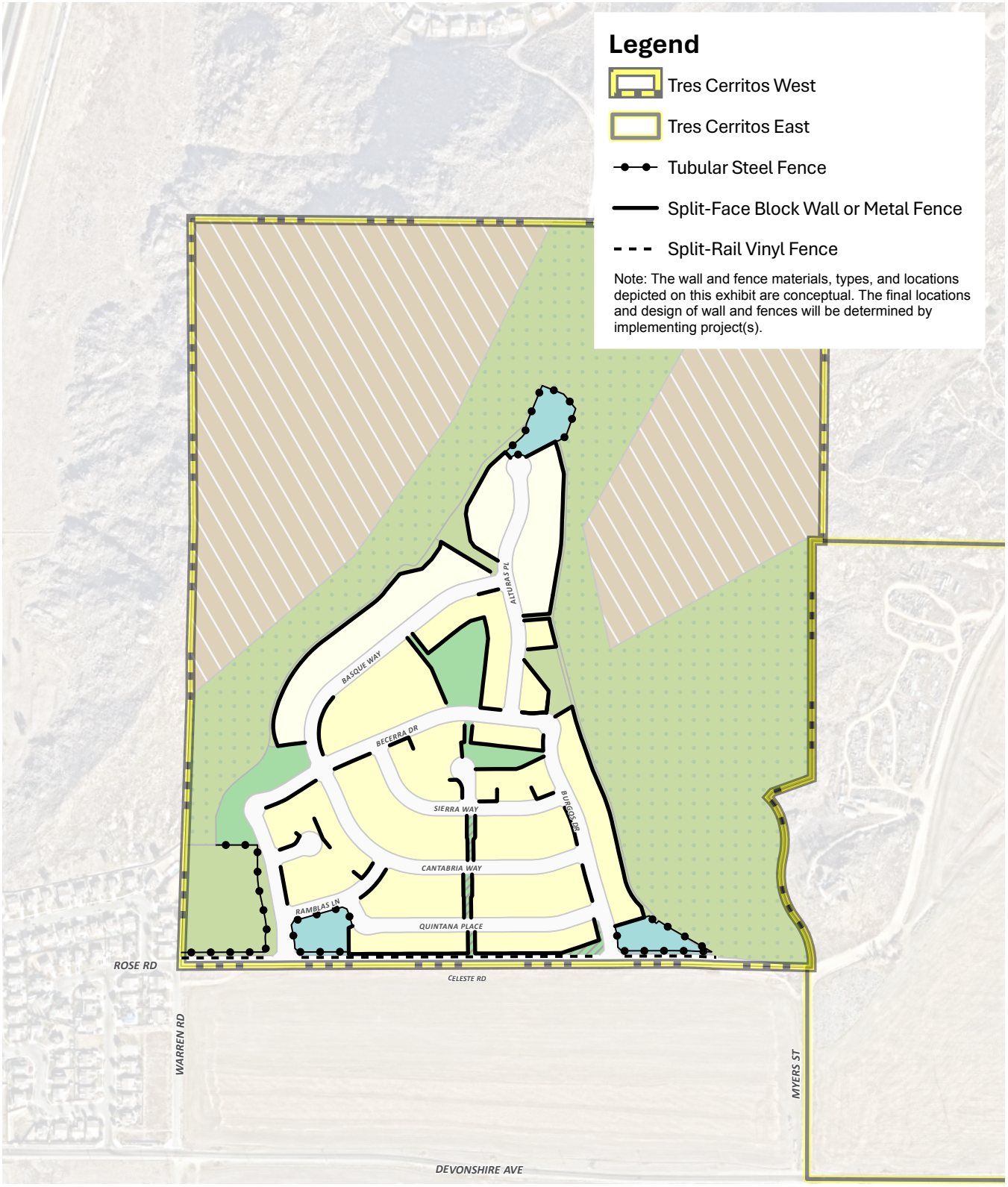
Table 5 Revision No. 1 to Tentative Tract Map No. 31513 Land Use Summary

Land Use	Lot Nos.	Acreage[1]	Dwelling Units
Single Family Residential (Min. 3,600 Lot Sizes)	17-209	19.01	193
Single Family Residential (Min. 4,500 Lot Sizes)	13-16 and 210-244	5.53	39
Single Family Residential (Min. 5,000 Lot Sizes)	1-12 and 245-269	7.82	37
Parks	274, 275, and 276,	3.87	--
Detention Basins	270 through 272	2.84	--
Open Space	273 and 277-288	67.03	--
Streets	"A" through "L"	15.15	--
	Totals:	**121.25**	**269**

1. Acreage values reflect rounding.

b) Proposed Circulation Improvements

As shown on Figure 21, vehicular access to the Project site would be provided from Celeste Road via proposed Rota Drive and Burgos Drive. As part of the Project, the Project Applicant would be required to construct frontage improvements along Celeste Road, and would be required to construct public roadways on site. Figure 21 also

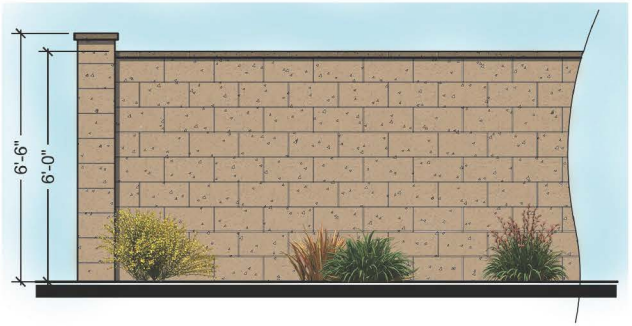


Source(s): Esri, Nearmap Imagery (May 2025), RCIT (2025), SP2 (January 2025)

Figure 19

Tres Cerritos West Proposed Conceptual Wall and Fence Plan

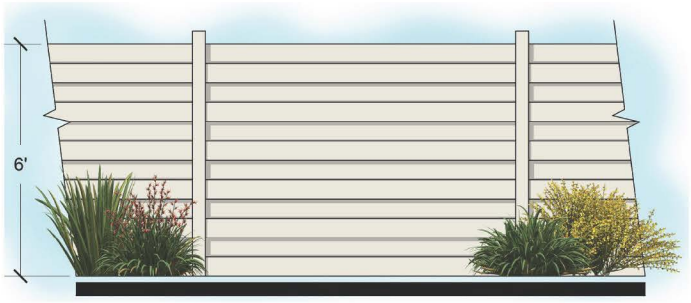
Tubular Steel Fence



Split Face Block Wall and Pilaster

Split Rail Vinyl Fence

Vinyl Fence and Gate



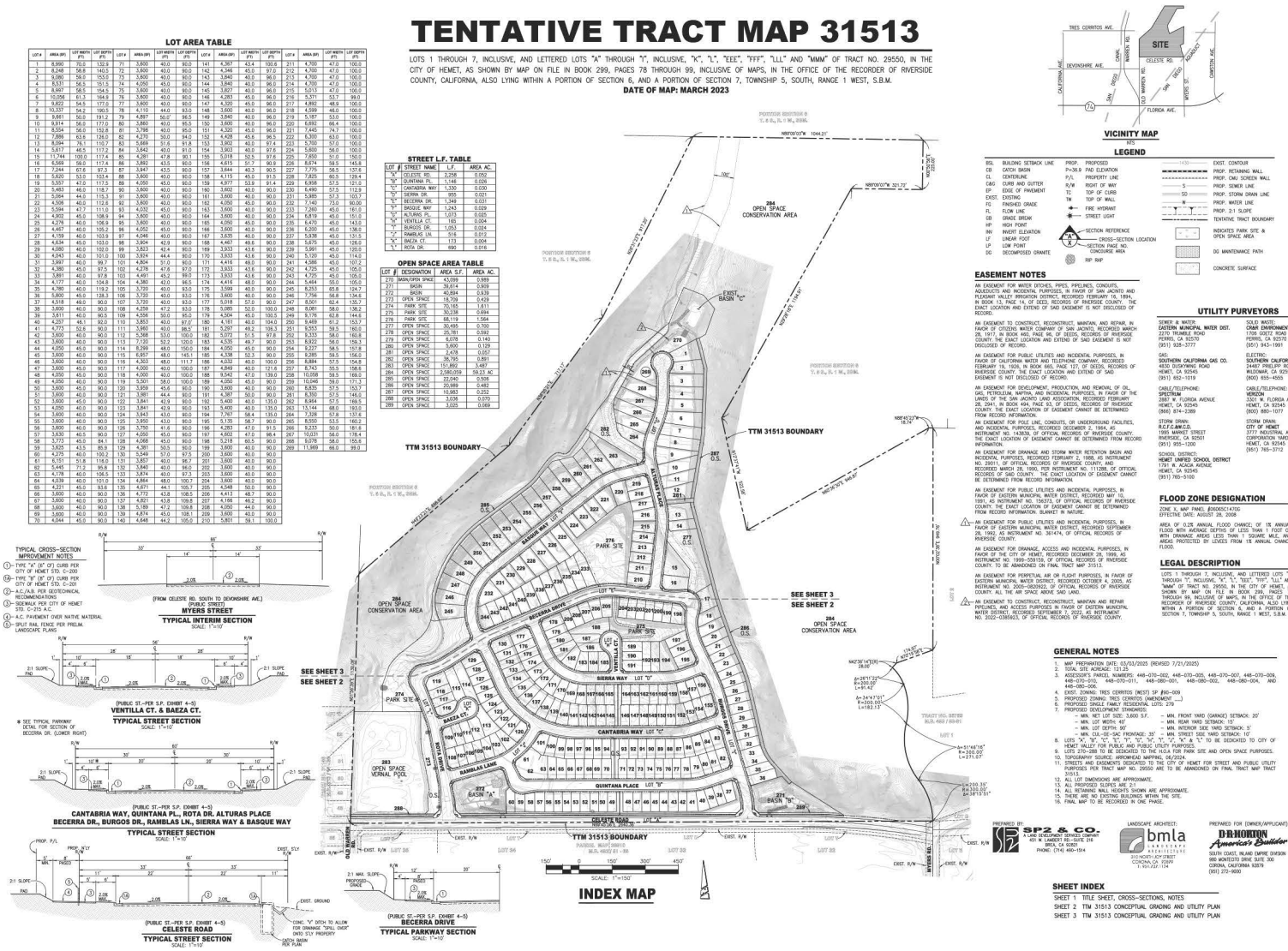
Metal Fence

Source(s): BMLA (03-17-2025)

Figure 20

Not to Scale

Tres Cerritos West Conceptual Wall and Fence Elevations



Source(s): SP2 (July 2025)

Figure 21

Not to Scale

Revision No. 1 to Tentative Tract Map No. 31513 3-41

depicts the proposed roadway cross-sections, which generally reflect the TCSPA4 Circulation Plan and Roadway Cross-Sections previously depicted on Figure 10 and Figure 11, respectively, and previously described in subsection 3.1.1.b).

c) Proposed Grading

As previously noted, the Project site previously was subject to mass grading activities. Thus, grading activities proposed as part of the Project generally would be limited to fine grading activities as needed to establish the proposed on-site roadways, residential lots, and detention basins. As part of site grading activities, it is anticipated that the Project would require the import of 74,000 cubic yards (cy) of soil.

d) Water, Recycled Water, and Sewer

Proposed TTM 31513R1 also depicts the location of planned improvements for water, recycled water, and sewer. The proposed water, recycled water, and sewer improvements would implement the requirements of proposed TCSPA4, as previously described in subsection 3.1.1.c).

e) Drainage

Proposed TTM 31513R1 depicts the proposed on-site drainage system, which as previously described would include three detention basins on a total of approximately 2.84 acres. The TTM 31513R1 drainage plan generally implements the drainage improvements proposed as part of TCSPA4, as previously described in subsection 3.1.1.d).

3.2 Scope of Environmental Analysis

3.2.1 Construction Characteristics

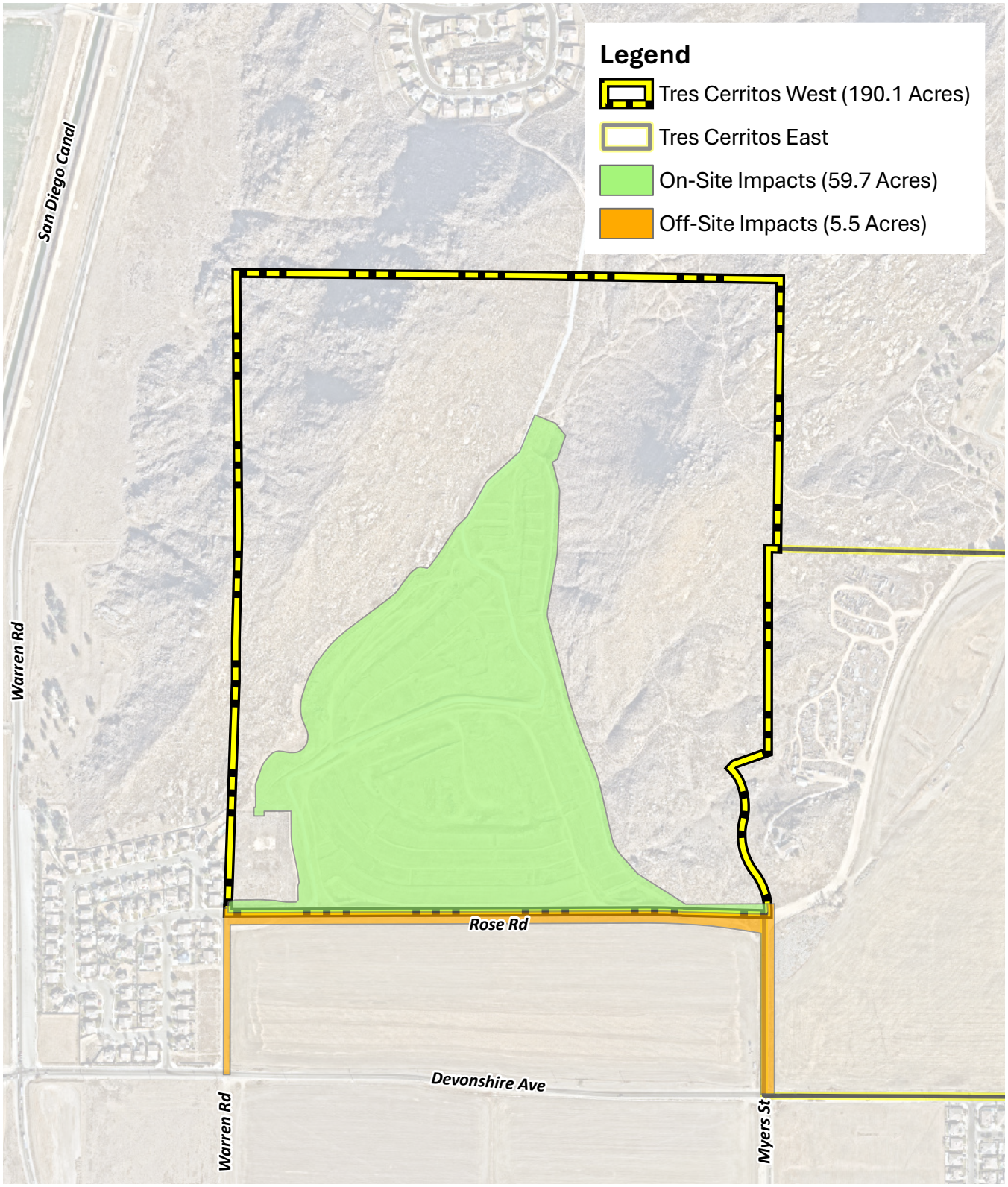
a) Proposed Physical Disturbances

As shown on Figure 22, *Anticipated Limits of Impact*, grading and development proposed as part of the Project would result in physical disturbances to approximately 59.7 acres of the Project site, with an additional 5.5 acres of off-site improvements associated with Project-related roadway improvements and infrastructure improvements.

b) Construction Duration

As shown in Table 6, *Anticipated Construction Duration*, construction activities are conservatively assumed herein to have commenced in May 2025 and would last through December 2029. While it is acknowledged that construction of the proposed Project would not commence in May 2025 as assumed herein, the construction timelines shown in Table 6 represent a "conservative" analysis scenario for the analysis of potential Project construction-related impacts. Should construction activities commence later than assumed herein, the Project-related construction activities would result in reduced air quality emissions since emission factors for construction equipment decrease as time passes and the analysis year increases as a result of emission regulations becoming more stringent.[1] (Urban Crossroads, 2025a, p. 32)

[1] As shown in the CalEEMod User's Guide Version 2022, Appendix G "Table G-11. Statewide Average Annual Offroad Equipment Emission Factors" as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer less polluting equipment and new regulatory requirements.



Source(s): Esri, Nearmap Imagery (May 2025), RCIT (2025), SP2 (03-20-2025)

Figure 22

Anticipated Limits of Impact

Table 6 Anticipated Construction Duration

Construction Activity	Start Date	End Date	Days
Blasting/Crushing	5/1/2025	7/31/2025	66
Site Preparation	8/1/2025	9/25/2025	40
Grading	9/26/2025	2/16/2026	102
Building Construction	2/17/2026	12/27/2029	1,008
Paving	9/19/2029	12/27/2029	72
Architectural Coating	7/13/2029	12/27/2029	120

(Urban Crossroads, 2025a, Table 3-3)

c) Construction Equipment

Table 7, *Construction Equipment Assumptions*, provides of a summary of construction equipment anticipated to be used during construction of the proposed Project. Consistent with industry standards and typical construction practices, each piece of equipment listed in Table 7 would operate up to a total of eight (8) hours per day. It should be noted that most pieces of equipment would likely operate for fewer hours per day; however, in order to study a "worst case" scenario, the analysis herein assumes construction equipment would operate eight (8) hours per day. (Urban Crossroads, 2025a, p. 32)

Table 7 Construction Equipment Assumptions

Construction Activity	Equipment[1]	Amount	Hours Per Day
Blasting/Crushing	Concrete/Industrial Saws	2	8
	Excavators	5	8
	Rubber Tired Dozers	4	8
	Crushing/Proc. Equipment	2	8
Site Preparation	Rubber Tired Dozers	5	8
	Crawler Tractors	7	8
Grading	Excavators	4	8
	Graders	2	8
	Rubber Tired Dozers	2	8
	Scrapers	4	8
	Crawler Tractors	4	8
Building Construction	Cranes	2	8
	Forklifts	5	8
	Generator Sets	2	8
	Tractors/Loaders/Backhoes	5	8
	Welders	2	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Air Compressors	1	8

(Urban Crossroads, 2025a, Table 3-4)

d) Blasting and Rock Crushing Activities

It is anticipated that portions of the Project site may be underlain by non-rippable materials, and as such blasting and rock crushing would be needed during site grading activities.

A blasting contractor would be required to complete all blasting-related activities in compliance with applicable regulations of the City of Hemet Police Department, the U.S. Bureau of Mines, the California Division of

Occupational Safety and Health (Cal-OHSA), the Department of Homeland Security, and the Bureau of Alcohol, Tobacco, Firearms, and Explosives (ATF). As required by law a licensed blasting contractor would be responsible for performing and supervising all blasting activities, including the following: (Urban Crossroads, 2025d, p. 70)

- Drill pattern design;
- Pre-blast inspection;
- Loading of explosives;
- Pre-blast notifications and warning signaling;
- Blasting safety procedures;
- Blasting site security;
- Post-blast inspections and re-entry procedures; and
- Blast log and history.

Explosives used for blasting usually consist of a primer, secondary explosive, and an initiator. The blasting contractor would most likely use a high explosive Ammonia Gelatin as a primer for each shot and ammonium nitrate mixed with fuel oil (ANFO) as the primary blasting agent. Nonelectric blasting caps are typically used to initiate the blasting agent. The charges are time delayed by at least 8-milliseconds. Delays between charges are used to decouple changes and reduce vibration. (Urban Crossroads, 2025d, p. 70)

Pattern blasting is a common technique used in blasting for construction. This method is used when rock materials occur over a wide area. Pattern blasting involves drilling holes in a predesigned pattern. The depth and spacing of holes is controlled to provide the maximum fracture with the minimum amount of ground shaking. (Urban Crossroads, 2025d, p. 70)

Blasting patterns typically consist of drill holes between two and five inches in diameter. Depth of the drill holes would be determined by the blasting contractor and is specific to each application. Blasting patterns on construction sites typically range from three feet by three feet to 12 feet by 12 feet. (Urban Crossroads, 2025d, p. 70)

The Blasting Engineer would control blasting-induced vibration and noise. General control measures include:

- Stemming shall be of uniform size in order to ensure consistency between individual shots;
- The weight of explosives used per delay shall be determined by adherence to the Scaled Distance
- Equation;
- Independent delays shall be used for each blast hole to control vibration; and
- Blasting shall not take place when wind velocity equals or exceeds 15 miles per hour. A licensed
- blasting contractor will determine wind speed through the use of a recording anemometer
- located a minimum of ten feet above ground level.

In order to ensure that blasting activities on site are conducted in a manner to control noise and vibration impacts, the following standards have been incorporated into the proposed TCSPA4 within Chapter IV, *Infrastructure Plan*, within subsection D., *Grading*, as described above in subsection 3.1.1.d). The City of Hemet would enforce these standards as conditions of approval associated with any future blasting permits.

3.2.2 Operational Characteristics

a) Overview of Operational Characteristics

The Project would be developed as a residential community with supporting infrastructure. As such, typical operational characteristics include residents and visitors traveling to and from the site, leisure and maintenance activities occurring on individual residential lots, and general maintenance of common areas and installed infrastructure. Low levels of noise and a moderate level of artificial exterior lighting typical of a residential community is expected.

b) Future Population

According to population estimates available from the United States Census Bureau (USCB), the City of Hemet has an estimated 2.79 persons per household (pph) (USCB, 2024). Accordingly, the Project's proposed 269 dwelling units would result in a future on-site population of approximately 751 persons (269 households x 2.79 persons/household = 750.51 persons).

c) Future Traffic

Buildout of the Project is anticipated to result in a net total of 2,542 trip-ends per day with 188 AM peak hour trips and 253 PM peak hour trips (Urban Crossroads, 2025e, Table 4-1).

4.0 Environmental Analysis

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21178.1), this Initial Study has been prepared to analyze the proposed project to determine any potential significant impacts upon the environment that would result from construction and implementation of the project. In accordance with California Code of Regulations, Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, the County of Riverside, in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the proposed project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the proposed project.

4.1 Environmental Issue Assessment

4.1.1 Aesthetics

		New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Except as provided in Public Resources Code Section 21099, would the Project:					
a.	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c.	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d.	Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

ENVIRONMENTAL ANALYSIS

a) Would the Project have a substantial adverse effect on a scenic vista?

TCSP MND Findings: Less-than-Significant Impact. The TCSP MND concluded that the TCSP project, located in the Tres Cerritos Hills area of the City of Hemet, would result in less-than-significant impacts on scenic vistas. The TCSP MND found that the TCSP project was designed to accommodate 59.1 acres of natural open space and 3.5 acres of vernal pool conservation areas, in addition to 68.8 acres of open space that previously were dedicated to the City of Hemet, which the TCSP MND found would be fully consistent with the City's General Plan goals and policies

related to the Tres Cerritos Hills. The TCSP MND further found that no significant trees, rock outcroppings, historic structures, or other scenic resources were present in the areas proposed for development, and as such the TCSP MND concluded that impacts to scenic vistas would be less than significant. (Hemet, 2005, p. 17)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** Consistent with the findings of the TCSP MND, under existing conditions the Project site consists of a previously-graded site that is regularly disced for fire abatement purposes, and as such the Project site contains no significant trees, rock outcroppings, historic structures, or other scenic resources. The proposed Project evaluated herein would occur on the same property as the project evaluated by the TCSP MND, and the residential and recreational land uses proposed as part of the Project generally would occur within the limits of development anticipated by the TCSP MND. Although the proposed Project would result in an increase in the number of dwelling units allowed on site from 177 dwelling units to 269 dwelling units, areas planned for residential development would be reduced from 53.1 acres to 41.01 acres. Development of the Project site as proposed would result in similar visual characteristics as the Approved Project, with residential uses and site landscaping visible from off-site areas, although the density of the proposed residential units would be increased as part of the Project. As with the Approved Project, the upper slopes of the Tres Cerritos Hills would be avoided as part of site development and these areas would be retained as natural open space. Moreover, development on site would be required to comply with the development standards and design guidelines of proposed TCSPA4, which includes requirements related to architecture, landscaping, and other development characteristics that would ensure that the Project site is developed in a manner that is not aesthetically offensive. Accordingly, and consistent with the findings of the TCSP MND, the proposed Project would not have a substantial adverse effect on a scenic vista and impacts would be less than significant. Therefore, the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

b) Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

TCSP MND Findings: **Less-than-Significant Impact.** The TCSP MND found that the TCSP project would not damage scenic resources, including trees, rock outcroppings, and historic buildings within a State scenic highway because the lower slopes of the Tres Cerritos Hills would be preserved as dedicated open space and would not be developed. The TCSP MND further found that no significant trees, rock outcroppings, or historic buildings were located on the property's proposed development area. As such, the TCSP MND concluded that impacts to scenic resources would be less than significant. (Hemet, 2005, p. 17)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** Under existing conditions, the Project site is not located within the viewshed of any State-designated scenic highways. The nearest designated State scenic highway to the Project site is the segment of State Route (SR) 74 located approximately 9.6 miles east of the Project site. Due to distance and intervening topography (inclusive of the Tres Cerritos Hills that flank the Project site's western, eastern, and northern boundaries), the Project site is not visible from this portion of SR-74. The nearest State-eligible scenic highway is the portion of SR-74 located approximately 0.6-mile south of the Project site. Although the Project site is visible from this portion of SR-74, the Project site previously was subject to mass grading activities and as such the Project site does not contain any significant trees, rock outcroppings, historic structures, or other scenic resources. Furthermore, development on site would be required to comply with the development standards and design guidelines of proposed TCSPA4, which includes requirements related to architecture, landscaping, and other development characteristics that would ensure that the Project site is developed in a manner that is not aesthetically offensive. Based on the preceding analysis, implementation of the proposed Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway, and impacts would be less than significant.

Therefore, the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

c) In non-urbanized areas, would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?

TCSP MND Findings: **Less-than-Significant Impact.** The TCSP MND found that the TCSP project would not degrade the existing visual character or quality of the site and its surroundings because the visually prominent slopes of Tres Cerritos Hills would be preserved as dedicated open space and would not be developed, and concluded that impacts would be less than significant. (Hemet, 2005, p. 17)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** According to mapping information available from the United Stated Census Bureau (USCB) for the 2020 census, the Project site is located just outside of the areas mapped as "urban." Consistent with the findings of the TCSP MND, the currently-proposed Project proposes to develop the lower elevations of the Project site, while the northern 59.23 acres of the site that abut the 68.8 acres of previously-dedicated open space would be preserved as natural open space. Furthermore, development on site would be required to comply with the development standards and design guidelines of proposed TCSPA4, which includes requirements related to architecture, landscaping, and other development characteristics that would ensure that the Project site is developed in a manner that is not aesthetically offensive. Based on the preceding analysis, and consistent with the conclusion reached by the TCSP MND, implementation of the proposed Project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings and impacts would be less than significant. Therefore, the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

d) Would the Project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

TCSP MND Findings: **Less-than-Significant Impact.** The TCSP MND found that development of the site would introduce a new source of light and glare into the area, as the TCSP MND noted that the area consisted of sparsely developed areas and vacant land. The TCSP MND noted that the TCSP site and surrounding area were identified in the City of Hemet General Plan for residential land uses, and the TCSP MND found that development of the site would be consistent with this designation. In addition, the TCSP MND found that the TCSP project would adhere to the lighting standards that are addressed in the City' s General Plan and through adherence to the City of Hemet lighting policies. As such, the TCSP MND concluded that light and glare impacts on the surrounding areas, including adjacent open space, would be less than significant and would be minimized through the use of downward shielded lighting fixtures that would direct light away from the open space areas. (Hemet, 2005, p. 17)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** The proposed Project evaluated herein would occur on the same property as the project evaluated by the TCSP MND, and the residential and recreational land uses proposed as part of the Project generally would occur within the limits of development anticipated by the TCSP MND. Although the proposed Project would result in an increase in the number of dwelling units allowed on site from 177 dwelling units to 269 dwelling units, areas proposed for residential development would be decreased from 53.1 acres to 41.01 acres, while areas proposed for parks would slightly increase from 5.6 acres to 8.8 acres. In total, areas proposed for residential and park development would decrease from 58.7 acres to 49.81 acres. Thus, area subject to lighting on site would not substantially increase beyond what was previously anticipated for the site by the TCSP MND. As with the Project evaluated by the TCSP MND,

development on the Project site would be subject to compliance with General Plan goals and policies related to light and glare, and also would be subject to compliance with City of Hemet Municipal Code Section 90-429. General Plan Policy CD-5.8 requires developments to reduce light pollution by installing suitable fixtures, while General Plan Policy CD-13.15 requires that lighting on buildings shall be designed to not have glare or harsh reflected light impacting public rights-of-way with automobile traffic. Municipal Code Section 90-429 requires that as a component of future building permit applications, the Project Applicant must submit a photometric plan to ensure the following requirements of Section 90-429 are met:

- No portion of a lighting fixture shall be mounted above the building façade or above the roof of the building.
- Nighttime illumination of walkway paths shall include fully shielded path lights.
- Architectural and landscape lighting shall not use up-lighting (thus to achieve dark-sky objectives).
- Lighting shall not be directed at any unit, illuminate units on other buildings, or create glare visible to any unit.
- Exterior lighting shall be limited to a maximum of 525 lumens for landscape lighting, 1,025 lumens for shielded light fixtures, 2,400 lumens for shielded exterior light fixtures above the first story, and 3,000 lumens for unshielded light fixtures.

The City of Hemet would review future building permit applications for consistency with the General Plan policies related to lighting as well as the requirements of Municipal Code Section 90-429, which would ensure that future development on site does not result in the creation of a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Accordingly, and consistent with the findings of the TCSP MND, Project impacts due to light and glare would be less than significant. Therefore, the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

4.1.2 Agriculture & Forest Resources

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the Project:				
a. 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?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or	☐	☐	☐	☒

		New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
	timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

ENVIRONMENTAL ANALYSIS

a) Would the Project 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?

TCSP MND Findings: **Less-than-Significant Impact.** The TCSP MND found that the TCSP project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non- agricultural use because the property did not contain any lands mapped within these categories of Farmland. The TCSP MND determined that although the property had been in agricultural use in the past, it had been vacant and not in agricultural production for some time. Because the property was not in agricultural use at the time the TCSP MND was prepared, and due to the lack of important farmland types on site, the TCSP MND concluded that impacts would be less than significant. (Hemet, 2005, p. 18)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** According to current mapping information available from the California Department of Conservation (CDC) Farmland Mapping and Monitoring Program (FMMP), the lower elevations of the Project site that are proposed for development as part of the Project are classified as containing "Farmland of Local Importance," while the upper elevations that are proposed for open space as part of the Project are classified as "Other Lands" (CDC, 2020). No portion of the Project site is classified as containing Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland). Accordingly, and consistent with the findings of the TCSP MND, the proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use, and impacts would be less than significant. Therefore, the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

b) Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?

TCSP MND Findings: **No Impact.** The TCSP MND found that the TCSP area was designated in the General Plan for residential use and was not subject to a Williamson Act contract. Therefore, the TCSP MND concluded that no impacts would occur due to a conflict with existing agricultural uses or Williamson Act contracts. (Hemet, 2005, p. 18)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** According to mapping information available from Riverside County, the Project site is not located within an agricultural preserve and is not subject to any Williamson Act contracts (RCIT, n.d.). The nearest agricultural preserve to the Project site occurs

approximately 0.3-mile west of the Project site (Agricultural Preserve Winchester No. 24); however, the areas proposed for urban development as part of the Project would be separated from this existing agricultural preserve by the Tres Cerritos Hills, which would ensure that no direct or indirect impacts to this existing agricultural preserve would occur with development of the site as proposed. Under existing conditions, the Project site is zoned "Tres Cerritos SP 12-001," indicating that the zoning regulations for the Project site are as established by the TCSP. The adopted TCSP does not designate any portion of the Project site primarily for agricultural use, and as such the Project would not conflict with existing zoning for agricultural use. Accordingly, no impacts would occur due to a conflict with agricultural zoning or due to a conflict with lands subject to a Williamson Act contract. Therefore, the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

c) Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 1220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

d) Would the Project result in the loss of forest land or conversion of forest land to non-forest use?

TCSP MND Findings: Although these issues were not evaluated in the TCSP MND, the TCSP MND contained enough information that with the exercise of reasonable diligence, information about the TCSP project's potential impacts to forest land resources was readily available to the public.

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** Consistent with the findings of the TCSP MND, under existing conditions the Project site and surrounding areas are not zoned for forest land, timberland, or Timberland Production. In addition, there are no forest land resources within the Project vicinity. As such, the Project has no potential to conflict with existing zoning for or cause rezoning of forest land, timberland, or timberland zoned Timberland Production, and the Project has no potential to result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur. Therefore, the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

e) Would the Project 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?

TCSP MND Findings: The TCSP MND found that the TCSP project would not involve other changes in the existing environment which could result in conversion of Farmland to non-agricultural use because all surrounding properties at the time were planned and zoned for residential uses. The TCSP MND determined that no land in the vicinity of the site had been designated for future agricultural uses. Therefore, the TCSP MND concluded that the TCSP project would not result in the conversion of farmland to other non- agricultural uses. The TCSP MND did not evaluate potential impacts to forest lands, although no such lands exist within the City of Hemet. (Hemet, 2005, p. 18)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** While the Project site is not designated by the FMMP as containing any important Farmland types (as noted above under the discussion of Threshold a.), lands immediately south of the Project site are classified as containing Unique Farmland and Farmland of Statewide Importance and appear to be used for dryland farming operations. However, dryland farming operations generally are not associated with the kinds of nuisance complaints that can occur with more intensive agricultural operations, as dryland farming operations are not associated with the keeping of livestock or the heavy use of pesticides or fertilizers. Moreover, development on site would be subject to compliance with the City of Hemet Right-to-Farm Ordinance (Hemet Municipal Code Article VII), which requires that "[n]o

agricultural activity, operation, or facility, or appurtenances thereof, conducted or maintained for commercial purposes in any zone, and in a manner consistent with accepted customs and standards, as established and followed by similar agricultural operations in the same locality, shall be or become a nuisance, private or public, due to any changed condition in or about the locality, after the same has been in operation for more [than] three years if it was not a nuisance at the time it began." The City's Right-to-Farm Ordinance further requires notices to be provided to all future buyers of land located within 300 feet of any land zoned for primarily agricultural purposes informing them of the Right-to-Farm Ordinance protections. Mandatory compliance with the City's Right-to-Farm Ordinance would ensure that the Project does not result in changes to the existing environment which, due to their location or nature, could result in the conversion of Farmland to non-agricultural use. Accordingly, and consistent with the conclusion reached by the TCSP MND, indirect impacts to Farmland would not occur with implementation of the proposed Project. Additionally, there are no forest uses in the Project vicinity, and as such the Project would result in no impacts due to the conversion of forestland to non-forest use. Therefore, the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

4.1.3 Air Quality

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the project:				
6) Air Quality Impacts a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b. 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)?	☐	☐	☐	☒
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒

ENVIRONMENTAL ANALYSIS

In order to evaluate the proposed Project's potential to result in significant air quality impacts, a Project-specific technical study was prepared for the Project by Urban Crossroads. This report, titled "Tres Cerritos Air Quality Impact Analysis" (herein, "AQIA"), is dated July 24, 2025, and is included as *Technical Appendix B* to this Addendum (Urban Crossroads, 2025a).

a) Conflict with or obstruct implementation of the applicable air quality plan?

TCSP MND Findings: No Impact. The TCSP MND found that the TCSP project was located in the South Coast Air Basin (SCAB) and was subject to the South Coast Air Quality Management Plan's (AQMP). The TCSP MND noted

that the AQMP "emissions budget" accounted for emissions associated with the then-approved land uses for the site. To determine consistency with the AQMP, the TCSP project's emissions were compared to those from approved plans. Since the TCSP project aligned with the previously adopted land use plan, the TCSP MND concluded that it satisfies Consistency Criterion #2 of the AQMP and would be consistent with the AQMP. As such, no impacts were identified due to a conflict with the applicable air quality plan. (Hemet, 2005, p. 19)

TCSP MND Addendum Findings: No Substantial Change from Previous Analysis. The South Coast Air Quality Management District (SCAQMD) is principally responsible for air pollution control in the SCAB. Currently, State and federal air quality standards are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the State and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. Most recently, the SCAQMD Governing Board adopted the Final 2022 AQMP for the SCAB in December 2022. The 2022 AQMP continues to evaluate current integrated strategies and control measures to meet the California Ambient Air Quality Standards (CAAQS), 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 2016 AQMP, the 2022 AQMP incorporates scientific and technological information and planning assumptions, including the 2020-2045 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), a planning document that supports the integration of land use and transportation to help the region meet the federal CAA requirements. It should be noted that although the Southern California Association of Governments (SCAG) has released an updated 2024-2050 RTP, the 2022 AQMP is based on the 2020-2045 RTP. In addition, although the adoption of the 2022 AQMP represents a change in circumstance since the TCSP MND was adopted, the 2022 AQMP includes more environmentally-protective requirements as compared to the 2003 AQMP that was in effect at the time the TCSP MND was adopted (e.g., requirements related to $PM_{2.5}$ were not included in the 2003 AQMP); thus, the changes are not substantial and would not result in any new or more severe environmental effects beyond what was evaluated and disclosed by the TCSP MND. The Project's consistency with the AQMP will be determined using the 2022 AQMP as discussed below. Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the 1993 CEQA Handbook. These indicators are discussed below. (Urban Crossroads, 2025a, pp. 39-40)

- **Consistency Criterion No. 1:** The Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

The violations under this criterion refer to the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). CAAQS and NAAQS violations would occur if Regional or Localized significance thresholds were exceeded. As discussed under the analyses of Thresholds b. and c., below, the Project's regional and localized construction and operational-source emissions would not exceed any of the SCAQMD's regional or localized significance thresholds. Accordingly, the proposed Project would be consistent with the first criterion. (Urban Crossroads, 2025a, p. 40)

- **Consistency Criterion No. 2:** The Project will not exceed the assumptions in the AQMP based on the years of Project build-out phase.

The 2022 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth forecasts. These forecasts are then used to

develop future air quality projections for the AQMP. Development consistent with the growth projections in City of Hemet General Plan is considered to be consistent with the AQMP. (Urban Crossroads, 2025a, p. 40)

Peak day emissions generated by construction activities are largely independent of land use assignments, but rather are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, development of the site to its maximum potential would likely occur, with disturbance of the entire site occurring during construction activities. As such, when considering that no emissions thresholds would be exceeded, Project construction activities would be consistent with the second criterion. (Urban Crossroads, 2025a, p. 41)

The City of Hemet General Plan designates the entire Project site for "Low Density Residential (LDR)" land uses, including both areas proposed for development as part of the Project as well as areas proposed to be conserved as open space. The LDR designation allows for traditional residential subdivisions, planned residential developments, mobile home subdivisions and parks, and low-density senior housing. The LDR land use designation allows for residential development within a range of 2.1 to 5.0 dwelling units/acre (du/ac) with a target density of 3.5 du/ac. Thus, for the 121.25 acres of the Project site that would be affected by the proposed Project, the LDR land use designation would allow for approximately 424 dwelling units on site (121.25 ac x 3.5 du/ac = 424.4 du). The proposed Project evaluated herein would accommodate a total of 269 dwelling units along with approximately 3.9 acres of parks and 1.0-acre of paseos. Thus, the Project's proposed land uses would be consistent with the growth projections anticipated for the site's adopted LDR land use designation. Furthermore, the Project, as evaluated herein, would not exceed the regional or localized air quality significance thresholds. On the basis of the preceding discussion, the Project's operational phase would be consistent with the second criterion. (Urban Crossroads, 2025a, p. 41)

Conclusion

Based on the foregoing analysis, the Project would not conflict with the SCAQMD 2022 AQMP, and impacts would be less than significant. Therefore, the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

b) 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)?

TCSP MND Findings: Less-than-Significant Impact with Mitigation Incorporated. The TCSP MND noted that at the time the SCAB was designated as non-attainment for federal standards for ozone (O_3), carbon monoxide (CO), nitrogen oxides (NO_X), particulate matter smaller than 10 microns (PM_{10}), and lead (Pb). The TCSP MND disclosed that buildout of the TCSP area would result in emissions from construction activities, site operational activities (e.g., fireplaces), and due to traffic-related air quality. The TCSP MND disclosed that based on an Air Quality Conformity Assessment prepared as part of the TCSP MND, no construction emission-related impacts would occur. In addition, the TCSP MND found that traffic associated with buildout of the TCSP would not exceed any of the SCAQMD operational thresholds of significance. However, the TCSP MND found that fireplaces associated with future residences on site would have the potential to exceed the SCAQMD thresholds of significance for PM_{10}. The TCSP imposed Mitigation Measure AQ-1 to address this impact, which required the Project to include only New Source Performance Standards (NSPS) exempt fireplace units as defined by the United States Environmental Protection Agency (EPA). The TCSP MND concluded that with implementation of the required mitigation, the Project's operational-related emissions of PM_{10} would be reduced to less-than-significant levels. (Hemet, 2005, pp. 19-20)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** As discussed under Threshold a., the Project site is located within the SCAB. The EPA has established NAAQS for seven of the most common air pollutants: CO, lead (Pb), ozone (O_3), PM_{10}, $PM_{2.5}$, NO_X, and Sulfur Dioxide (SO_2), which are known as criteria pollutants. The SCAQMD monitors levels of various criteria pollutants at 35 permanent monitoring stations and 2 single-pollutant source Pb air monitoring sites throughout the air district. On January 25, 2024, the California Air Resources Board (CARB) adopted the proposed 2023 amendments to the State and national area designations. As indicated in Table 8, *Attainment Status of Criteria Pollutants in the SCAB*, under existing conditions the SCAB is designated as "nonattainment" for O_3 (8-hour standard) and $PM_{2.5}$ under federal designations, and is designated as "nonattainment" for O_3 (both 1-hour and 8-hour standards), PM_{10}, and $PM_{2.5}$ under State designations. These designations generally represent improved air quality conditions within the SCAB as compared to the conditions that existed at the time the TCSP MND was adopted. (Urban Crossroads, 2025a, p. 21)

Table 8 Attainment Status of Criteria Pollutants in the 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

(Urban Crossroads, 2025a, Table 2-4)

The SCAQMD has developed regional and localized significance thresholds for certain regulated pollutants, as summarized in Table 9, *Regional and Localized Emissions Thresholds*. The SCAQMD's CEQA Air Quality Significance Thresholds (March 2023) indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact. Refer to Section 3.0 of the Project's AQIA (*Technical Appendix B*) for a discussion of the methodologies used to calculate Project-related air quality emissions. (Urban Crossroads, 2025a, p. 26)

The proposed Project has the potential to result in a cumulatively-considerable net increase in O_3, PM_{10}, and $PM_{2.5}$ during both near-term construction activities and long-term operations. Each is discussed below.

Construction Emissions

As with the project evaluated by the TCSP MND, construction activities associated with the Project would result in emissions of VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Construction-related emissions are expected from the following construction activities: site preparation, grading, building construction, paving, and architectural coating. Refer to subsection 3.4.1 of the Project's AQIA (*Technical Appendix A*) for a description of the assumptions used in the modeling for the Project-related grading activities, off-site utility/infrastructure improvements, and due to construction-related traffic. The Project's anticipated construction duration and construction equipment assumptions previously were presented herein in Table 6 and Table 7, respectively. (Urban Crossroads, 2025a, pp. 28-31)

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

Table 9 Regional and Localized Emissions Thresholds

Pollutant	Construction	Operations
Regional Significance Thresholds		
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
Pb	3 lbs/day	3 lbs/day
Localized Significance Thresholds		
NO_2	0.18 ppm	0.18 ppm
CO (1-hour average)	20 ppm	20 ppm
CO (8-hour average)	9 ppm	9 ppm
PM_{10}	10.4 µg/m^3	2.5 µg/m^3
$PM_{2.5}$	10.4 µg/m^3	2.5 µg/m^3

(Urban Crossroads, 2025a, Table 3-1)

The Project's estimated maximum daily construction emissions without mitigation are summarized in Table 10, *Overall Construction Emissions Summary*. Detailed construction model outputs are presented in Appendix 3.1 to the Project's AQIA (*Technical Appendix B*). As shown in Table 10, under the assumed scenarios, emissions resulting from the Project construction would not exceed criteria pollutant thresholds established by the SCAQMD for any pollutant. Moreover, due to more stringent regulations that have since been adopted and that were not in effect at the time the TCSP MND was adopted in 2005, it can be concluded that the Project's overall level of regional emissions during construction would be less than what was evaluated and disclosed for the Project site by the TCSP MND. Accordingly, the Project's Regional construction emissions would not 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, and impacts would be less than significant. (Urban Crossroads, 2025a, p. 31)

Table 10 Overall Construction Emissions Summary

Year	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
2025	72.65	79.51	271.57	4.07	13.83	7.59
2026	2.56	20.80	32.40	0.05	2.24	1.06
2027	2.46	19.80	31.80	0.05	2.16	0.98
2028	2.38	18.80	31.40	0.05	2.09	0.92
2029	44.60	25.70	44.20	0.07	2.74	1.21
Winter						
2025	2.46	19.80	31.80	0.05	2.16	0.98
2026	7.03	67.20	61.20	0.17	10.40	5.22
2027	2.44	19.90	30.20	0.05	2.16	0.98
2028	2.35	18.90	29.90	0.05	2.09	0.92
2029	44.60	25.70	42.40	0.07	2.74	1.21
Maximum Daily Emissions	**72.65**	**79.51**	**271.57**	**4.07**	**13.83**	**7.59**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

(Urban Crossroads, 2025a, Table 3-5)

Operational Emissions

Consistent with the project evaluated by the TCSP MND, operational activities associated with the proposed Project would result in emissions of VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Operational emissions would be expected from the following primary sources: area source emissions; energy source emissions; and mobile source emissions. Refer to Subsection 3.5 of the Project's AQIA (*Technical Appendix B*) for a discussion of these emission sources and the assumptions utilized in the air quality calculations. (Urban Crossroads, 2025a, p. 32)

Operational activities for summer and winter scenarios for the Project's proposed residential uses are presented in Table 11, *Summary of Peak Operational Emissions*. Detailed operational model outputs are presented in Appendix 3.2 to the Project's AQIA (*Technical Appendix B*). As shown in Table 11, Project operational-source emissions would not exceed any of the SCAQMD operational regional thresholds, and impacts would be less than significant. (Urban Crossroads, 2025a, p. 33)

Table 11 Summary of Peak Operational Emissions

Source	Emissions (lbs/day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Summer						
Mobile Source	8.39	6.08	57.30	0.15	13.50	3.49
Area Source	14.40	0.14	15.30	0.00	0.01	0.01
Energy Source	0.14	2.42	1.03	0.02	0.20	0.20
Project Maximum Daily Emissions	**22.93**	**8.64**	**73.63**	**0.17**	**13.71**	**3.70**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Winter						
Mobile Source	7.87	6.50	49.50	0.14	13.50	3.49
Area Source	13.00	0.00	0.00	0.00	0.00	0.00
Energy Source	0.14	2.42	1.03	0.02	0.20	0.20
Project Maximum Daily Emissions	**21.01**	**8.92**	**50.53**	**0.16**	**13.70**	**3.69**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

(Urban Crossroads, 2025a, Table 3-6)

It should be noted that at the time the TCSP MND was adopted, the California Air Pollution Control Officers Association (CAPCOA) had not released any versions of the California Emissions Estimator Model (CalEEMod). The proposed Project's air quality emissions were calculated using the 2022 version of CalEEMod. As such a direct comparison between the proposed Project's operational emission levels and the emission levels disclosed by the TCSP MND cannot be conducted. As previously noted, the TCSP MND determined that long-term operation of the TCSP would have the potential to result in significant impacts due to PM_{10} emissions associated with operations of wood-burning fireplaces. However, effective March 9, 2009, SCAQMD Rule 445 (Wood Burning Devices) went into effect. Under Rule 445, all wood-burning fireplaces are prohibited within any new building except for properties that exceed an elevation of 3,000 feet amsl and except for properties where natural gas service is not available. The maximum elevation at the Project site is approximately 2,035 feet amsl and natural gas service is available in the local area; thus, future development on site would be required to comply with SCAQMD Rule 445, meaning wood-burning fireplaces would be prohibited within the proposed development. Accordingly, TCSP MND Mitigation Measure AQ-1, which previously required NSPS-exempt fireplace units, no longer is necessary because all wood-burning fireplaces would be prohibited and because the Project's operational emissions would not exceed the SCAQMD regional thresholds of significance for PM_{10} or $PM_{2.5}$.

Conclusion - Regional Emissions

As indicated in the preceding analysis, near-term construction and long-term operation of the proposed Project would not exceed any of the SCAQMD regional thresholds of significance during either construction or long-term operation. Thus, the Project would not 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. Additionally, the Project would comply with all applicable mandatory SCAQMD rules and regulations, such as SCAQMD Rule 113 (Table of Standards) requiring use of low-VOC architectural coatings; SCAQMD Rule 431.2 (Low Sulfur Fuel); SCAQMD Rule 402 (Nuisance); and SCAQMD Rule 445 (Wood Burning Devices). Accordingly, and based on the preceding analysis, the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

c) Expose sensitive receptors to substantial pollutant concentrations?

TCSP MND Findings: **No Impact.** The TCSP MND found that the nearest sensitive receptors are residential tracts to the east of the project site. The project's construction-related diesel emissions (CO, NO_X, SO_X, and PM_{10} from exhaust) and operational-related fixed emissions (PM_{10} from fireplaces) were not considered significant and would not expose sensitive receptors to substantial pollutant concentrations. No impacts were identified. (Hemet, 2005, p. 20)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** During both construction and operation, the Project has the potential to expose nearby sensitive receptors to substantial pollutant concentrations. The following provides an analysis based on the applicable Localized Significance Thresholds (LSTs) established by the State of California and SCAQMD, an analysis of the Project's potential to result in or contribute to CO "hot spots," and an analysis of toxic air contaminants (TACs).

Localized Emissions

The analysis herein makes use of methodology included in the SCAQMD Final Localized Significance Threshold Methodology (LST Methodology), which was not published at the time the TCSP MND was adopted. The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the NAAQS and CAAQS. Collectively, these are referred to as Localized Significance Thresholds (LSTs). The SCAQMD established LSTs in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in its air quality impact analyses. LSTs were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. To address the issue of localized significance, and subsequent to adoption of the TCSP MND, the SCAQMD adopted LSTs that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. The analysis herein makes use of methodology included in the LST Methodology. Refer to Subsection 3.6 of the Project's AQIA (*Technical Appendix B*) for a discussion of modeling inputs used in the analysis of the Project's impacts due to LSTs. Thresholds of significance for the LST analysis previously were presented in Table 9. (Urban Crossroads, 2025a, pp. 34-35)

Sensitive Receptors

The SCAQMD recommends that the nearest sensitive receptors be considered when determining the Project's potential to cause an individual and cumulatively significant localized air quality impact. Receptors in the Project

study area are described below and shown in Figure 23, *Sensitive Receptors Locations*. Localized air quality impacts were evaluated at sensitive receptor land uses nearest the Project site. 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 to the Project site. (Urban Crossroads, 2025a, pp. 36, 38)

R1: Location R1 represents the existing residence at 5862 Parkside Drive, approximately 44 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 418 Vernal Lane, approximately 32 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 297 Appaloosa Drive, approximately 1,319 feet southeast 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 685 Rose Road, approximately 196 feet east 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 792 Poppyseed Way, approximately 1,174 feet east of the Project site. Receptor R5 is placed in the private outdoor living areas (backyards) facing the Project site.

R6: Location R4 represents the existing residence at 5423 Viewstone Court, approximately 800 feet north of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R6 is placed at the building façade.

R7: Location R7 represents the existing residence at 25100 Thoroughbred Lane, approximately 1,958 feet west of the Project site. Receptor R7 is placed in the private outdoor living areas (backyards) facing the Project site.

The SCAQMD recommends that the nearest sensitive receptor be considered when determining a Project's impact. The nearest land use where an individual could remain for 24 hours to the Project site has been used to determine localized construction and operational air quality impacts for emissions of PM_{10} and $PM_{2.5}$ (since PM_{10} and $PM_{2.5}$ thresholds are based on a 24-hour averaging time). (Urban Crossroads, 2025a, p. 38)

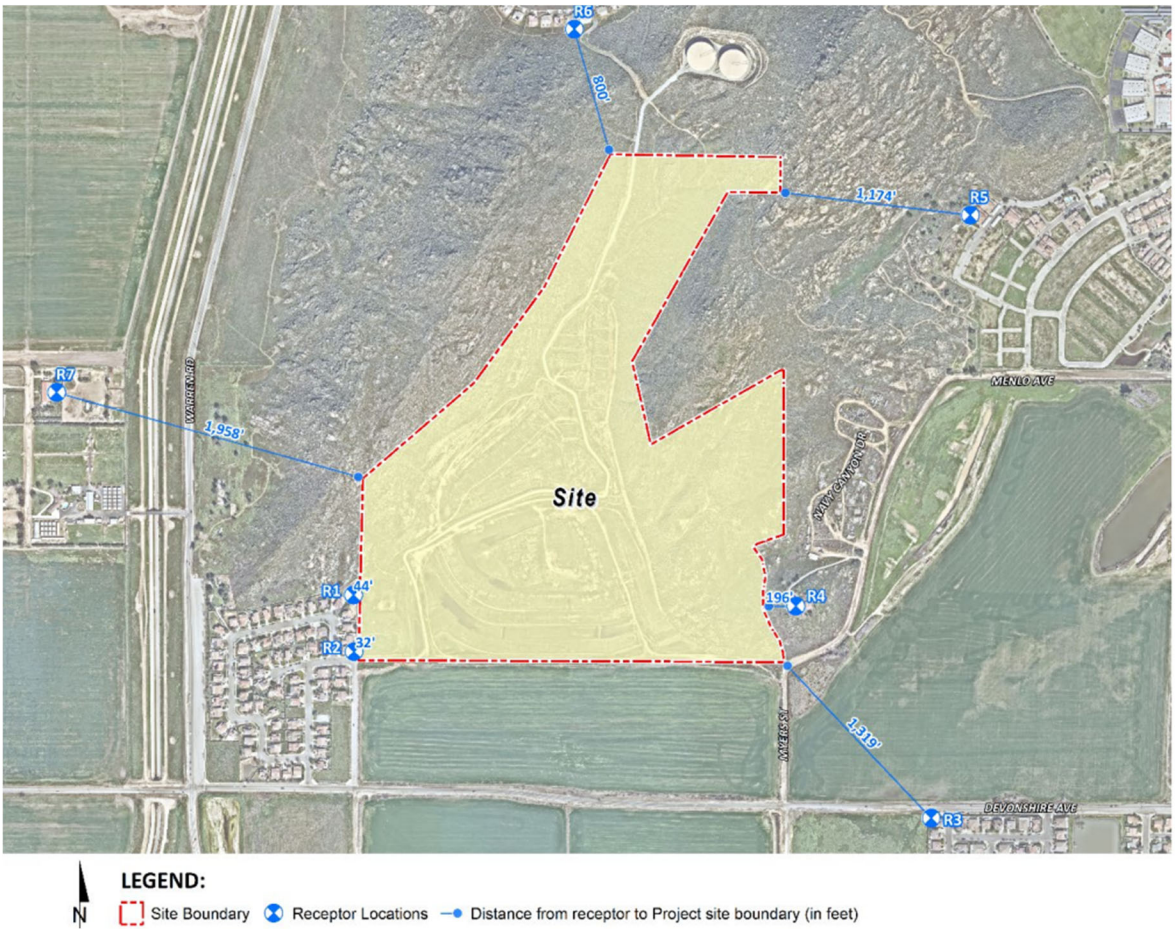
Construction-Source Emissions LST Analysis

Emissions during the peak construction activity would not exceed the SCAQMD's localized significance thresholds at the maximally exposed receptor location, as shown in Table 12, *Localized Significance Summary – Peak Construction*. All other modeled locations in the study area would experience a lesser concentration and consequently would have a lesser impact. As such, the Project's localized impacts during construction activity would be less than significant. AERMOD model outputs are provided in Appendix 3.2 to the Project's AQIA (*Technical Appendix B*). (Urban Crossroads, 2025a, p. 38)

Operational-Source Emissions LST Analysis

The Project is proposed to consist of the development of 269 Single Family Detached Residential dwelling units and 4.9 acres of parks and paseos. According to SCAQMD LST methodology, LSTs would apply to the operational

Figure 23 Sensitive Receptors Locations



(Urban Crossroads, 2025a, Exhibit 3-A)

Table 12 Localized Significance Summary – Peak Construction

Peak Construction	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.06	0.02	1.83E-02	1.51	0.78
Background Concentration [A]	1.3	0.8	0.044		
Total Concentration	**1.36**	**0.82**	**0.06**	**1.51**	**0.78**
SCAQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**

[A] Highest concentration from the last three years of available data.
Notes: PM_{10} and $PM_{2.5}$ concentrations are expressed in µg/m^3. All others are expressed in ppm.
Based on SCAQMD's LST Methodology, background concentrations are considered only for CO and NO_2.

(Urban Crossroads, 2025a, Table 3-7)

phase of a proposed project if the project includes stationary sources, or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., transfer facilities and warehouse buildings). The proposed Project does not include such uses, and thus, due to the lack of significant stationary source emissions, no long-term localized significance threshold analysis is needed. Accordingly, and based on the LST Methodology, the Project's long-term localized emissions would be less than significant requiring no mitigation. (Urban Crossroads, 2025a, p. 38)

CO "Hot Spot" Analysis

A CO hotspot is defined as a localized concentration of carbon monoxide exceeding the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. At the time the most recent CEQA Air Quality Handbook (1993) was published by SCAQMD, the air basin was designated as non-attainment, requiring projects to perform hotspot analyses to ensure they did not worsen the existing conditions. Over the last two decades, background CO concentrations have been significantly reduced due to regulatory controls on tailpipe emissions, which have culminated in the air basin achieving attainment status for CO. (Urban Crossroads, 2025a, pp. 38-39)

The 2003 AQMP's findings, which were in place at the time the TCSP MND was adopted, underscore that CO hotspots are highly unlikely due to the reduced background concentrations and the effectiveness of California's air quality management strategies. The substantial reduction in CO levels from the vehicle fleet and the State's attainment status for CO further diminish the need for detailed microscale hotspot analyses, reinforcing that existing monitoring and regulatory frameworks adequately address potential air quality concerns. (Urban Crossroads, 2025a, p. 39)

As summarized in the 2003 AQMP, even at one of the busiest intersections at that time, only 0.7 ppm of CO is attributable to vehicular traffic and the remaining 7.7 ppm were due to ambient background conditions. As shown on Table 2-5 of the Project's AQIA (*Technical Appendix B*), the background 1-hour and 8-hour concentrations are well below the applicable NAAQS and CAAQS. As such, Project-related traffic at any intersections within the SCAB would not cause or contribute to a CO hotspot since the background concentrations are low and any contribution from Project-related traffic would be negligible. The Project would not significantly contribute to the formation of a CO hotspot; thus, impacts would be less than significant. (Urban Crossroads, 2025a, p. 39)

Conclusion

Construction and operation of the Project would result in less-than-significant impacts due to the exposure of sensitive receptors to substantial pollutant concentrations. Therefore, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

TCSP MND Findings: **No Impact.** The TCSP MND found that odor generation impacts due to the TCSP project during the construction process were not expected to be significant due to the intermittent and minute generation rates of these substances. As a result, no significant air quality impacts to surrounding residential receptors were identified as part of the TCSP MND. (Hemet, 2005, p. 21)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** The potential for the Project to generate objectionable odors has also been considered. Land uses generally associated with odor complaints include agricultural uses (livestock and farming), wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, diaries, and fiberglass molding facilities. (Urban Crossroads, 2025a, pp. 42-43)

Consistent with the project evaluated by the TCSP MND, the Project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed Project are similar to odor sources associated with the project evaluated by the TCSP MND and may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities, and due to the

temporary storage of typical solid waste (refuse) associated with the proposed Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the solid waste regulations. As with the project evaluated by the TCSP MND, the proposed Project also would be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Accordingly, and consistent with the findings of the TCSP MND, odors associated with the proposed Project construction and operations would be less than significant and no mitigation is required. Therefore, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND. (Urban Crossroads, 2025a, p. 43)

Project Requirements and TCSP MND Mitigation Compliance

The TCSP MND identified one mitigation measures, Mitigation Measure AQ-1, which required that all fireplaces within the development must consist of New Source Performance Standards (NSPS) exempt fireplaces. However, and as noted above under the discussion of Threshold b., effective March 9, 2009, SCAQMD Rule 445 (Wood Burning Devices) went into effect. Under Rule 445, all wood-burning fireplaces are prohibited within any new building except for properties that exceed an elevation of 3,000 feet amsl and except for properties where natural gas service is not available. The maximum elevation at the Project site is approximately 2,035 feet amsl and natural gas service is available in the local area; thus, future development on site would be required to comply with SCAQMD Rule 445, meaning wood-burning fireplaces would be prohibited within the proposed development. Accordingly, TCSP MND Mitigation Measure AQ-1 no longer is necessary because all wood-burning fireplaces would be prohibited and because the Project's operational emissions would not exceed the SCAQMD regional thresholds of significance for PM_{10} or $PM_{2.5}$.

Although Mitigation Measure AQ-1 no longer would apply, the Project would be subject to compliance with all applicable rules and regulations promulgated by SCAQMD, including, but not limited to, SCAQMD Rules 402, 403, 445, 1113, 1301, and 1401, as discussed in Subsection ES.2 of the Project's AQIA (*Technical Appendix B*).

4.1.4 Biological Resources

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the Project:				
a. 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?	☐	☐	☐	☒
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies,	☐	☐	☐	☒

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				
c. 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?	☐	☐	☐	☒
d. 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?	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

ENVIRONMENTAL ANALYSIS

In order to evaluate the Project's potential to result in new or more severe impacts to biological resources, a site-specific technical study was prepared for the Project by First Carbon Solutions (FCS). This report is titled, "Biological Resources Memorandum for the Tres Cerritos Project, City of Hemet, California" (herein, "BRM"), is dated April 22, 2025, and is included as *Technical Appendix C* to this MND Addendum (FCS, 2025a).

a) Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

TCSP MND Findings: **Less-than-Significant Impact With Mitigation Incorporated**. The TCSP MND found that the TCSP project could result in significant impacts to species identified as candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFG or the U.S. Fish and Wildlife Service. The TCSP MND noted that two State or federally listed plan species would be impacts by the project – smooth tarplant and San Diego tarplant. However, the TCSP MND found that both species would be retained in the vernal pool conservation area in the southwestern corner of the Project site, and concluded that impacts to these species would be reduced to less-than-significant levels with incorporation of Mitigation Measures BR-1, BR-4 through BR-9, and BR-14 through BR-18. (Hemet, 2005, p. 22)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** Subsequent to approval of the TCSP and adoption of TCSP MND, the Project site was subject to mass grading activities and has been subject to continual discing for fire abatement purposes since mass grading activities were completed. Thus, under existing conditions the Project site does not provide habitat for any rare, endangered, threatened, or special-status wildlife and/or plant species as recorded in the California Natural Diversity Database (CNDDB) and California Native Plant Society (CNPS) Inventories. This is attributable to the disturbed state of the Project site and it being mass graded and maintained on a regular basis, resulting in the lack of natural vegetation and the lack of suitable substrates. (FCS, 2025a, pp. 7-8) Furthermore, TCSP MND Mitigation Measures BR-1 through BR-11 were implemented as a component of the prior mass grading activities, and as such these mitigation measures are not applicable to the currently-proposed Project. However, the currently-proposed Project would be subject to compliance with TCSP MND Mitigation Measures BR-16 through BR-18, which are required to be implemented as a component of building permits and/or final building inspection. Accordingly, and with implementation of TCSP MND Mitigation Measures BR-16 through BR-18, 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 (CDFW) or U.S. Fish and Wildlife Service (USFWS), and impacts would be less than significant. Therefore, the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

b) 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 U.S. Fish and Wildlife Service?

TCSP MND Findings: **Less-than-Significant Impact With Mitigation Incorporated**. The TCSP MND found that the TCSP project would have an adverse effect on a sensitive natural community identified in local or regional plans, policies, regulations or by the CDFG and/or USFWS due to impacts to Riversidean sage scrub, a rare plant community. Of a total of 63.9 acres of Riversidean sage scrub vegetation identified, the TCSP MND noted that 17.7 acres would be impacted and 46.2 acres would be preserved in a conservation easement. The TCSP MND concluded that with the implementation of the TCSP MND mitigation measures and with the retention of most of the Riversidean sage scrub plant community on- site, impacts to riparian habitats and other sensitive natural communities would be reduced to less-than-significant levels. (Hemet, 2005, p. 22)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** As noted under the discussion of Threshold a., subsequent to approval of the TCSP and adoption of TCSP MND, the Project site was subject to mass grading activities and has been subject to continual discing for fire abatement purposes since that time. Thus, under existing conditions the Project site consists primarily of ruderal vegetation and no riparian habitat is present on site (FCS, 2025a, p. 8). As such, the proposed 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 CDFW or USFWS. No impact would occur, and no mitigation measures would be required. Therefore, the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

c) 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?

TCSP MND Findings: **Less-than-Significant Impact With Mitigation Incorporated**. The TCSP MND found that The TCSP project would impact 5,613. 5 square feet (0.129-acre) of jurisdictional areas subject to regulation by the U. S. Army Corps of Engineers (ACOE) jurisdictional drainage areas and 6,794.3 square feet (0.156-acre) of

jurisdictional drainage areas subject to CDFW jurisdiction. The TCSP MND noted that the on-site vernal pools would not be impacted by the TCSP project because they would be preserved in a conservation easement. The TCSP MND concluded that impacts to jurisdictional areas on site would be reduced to less-than-significant levels with implementation of mitigation measures requiring compensation for impacts to areas subject to ACOE and/or CDFW jurisdiction at a minimum 1:1 ratio. (Hemet, 2005, pp. 22-23)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** As noted under the discussion of Threshold a., subsequent to approval of the TCSP and adoption of TCSP MND, the Project site was subject to mass grading activities and has been subject to continual discing for fire abatement purposes since that time. As such, under existing conditions the Project site does not contain any wetlands, riparian habitat, or other aquatic features that meet criteria as waters of the United States or State. As such, the Project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means. No impact would occur and no mitigation measures would be required. (FCS, 2025a, p. 8) Therefore, the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

d) 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?

TCSP MND Findings: **No Impact.** The TCSP MND found that the TCSP project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites because the site did not provide wildlife corridors that could impede such functions. The majority of the site consisted of ruderal habitat that was formerly used for agricultural purposes and was highly disturbed. In addition, the site was determined to be isolated from other intact tracts of native habitat due to man- made improvements in the vicinity, including roads, a cement lined drainage channel, and other improvements. Therefore, the TCSP MND concluded that development of the site as proposed would not interfere with any established native migratory wildlife corridors and would result in no impacts. (Hemet, 2005, p. 23)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** As noted under the discussion of Threshold a., subsequent to approval of the TCSP and adoption of TCSP MND, the Project site was subject to mass grading activities and has been subject to continual discing for fire abatement purposes since that time. As such, under existing conditions the Project site consists primarily of ruderal vegetation and is surrounded by urban development that limits wildlife movement. Accordingly, and consistent with the findings of the TCSP MND, the Project site does not serve as a wildlife movement corridor and as such the Project would not result in any impacts to wildlife movement or wildlife nursery sites. (FCS, 2025a, p. 8) Therefore, the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

TCSP MND Findings: **No Impact.** The TCSP MND found that the TCSP project would not conflict with any local policy or ordinance protecting natural resources. Thus, the TCSP MND concluded that no impact would occur. (Hemet, 2005, p. 23)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** As noted under the discussion of Threshold a., subsequent to approval of the TCSP and adoption of TCSP MND, the Project site was subject to mass grading activities and has been subject to continual discing for fire abatement purposes since that time. As such, under existing conditions the Project site does not contain any sensitive biological resources and includes only ruderal vegetation. Due to the lack of sensitive biological resources on the Project site, the Project has no potential to conflict with any local policies or ordinances protecting biological resources. No impact would occur, and no mitigation measures would be required. (FCS, 2025a, p. 10) Therefore, the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

TCSP MND Findings: **No Impact.** The TCSP MND concluded that the TCSP project would not conflict with any adopted Habitat Conservation Plans, including the Multiple Species Habitat Conservation Plan (MSHCP). The TCSP MND noted that the site was not located within a designated criteria cell under the MSHCP, and disclosed that habitat assessments and surveys conducted in 2001 and 2003 confirmed no presence of burrowing owls or narrow endemic plant species on the site. Additionally, the TCSP MND noted that the TCSP was designed to avoid impacts to riparian/riverine areas and vernal pools by establishing a 3.5-acre vernal pool conservation area, which the TCSP MND noted would mitigate potential impacts to species like smooth tarplant and little mousetail if present. Therefore, the TCSP MND concluded that the TCSP project was consistent with the MSHCP's goals and objectives, with no identified conflicts, and concluded that no impact would occur. (Hemet, 2005, p. 24)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** As noted under the discussion of Threshold a., subsequent to approval of the TCSP and adoption of TCSP MND, the Project site was subject to mass grading activities and has been subject to continual discing for fire abatement purposes since that time. All MSHCP-required approvals previously were secured for the site, including an MSHCP-required Determination of Biological Equivalent or Superior Preservation (DBESP). There are no new biological resources subject to regulation by the MSHCP that were not discussed, analyzed, and mitigated for as part of the TCSP MND (FCS, 2025a, p. 11). Additionally, and consistent with the conditions that existed at the time the TCSP MND was adopted, the Project site is not located within any MSHCP Conservation Cells, indicating that the Project site is not targeted for conservation under the MSHCP. In addition, the Project Applicant would be required to contribute fees pursuant to Chapter 58, Article IV (Habitat Conservation), which would ensure that the Project is fully consistent with the provisions of the Stephens' Kangaroo Rat (SKR) Habitat Conservation Plan (HCP). Accordingly, the proposed 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, and no impact would occur. Therefore, the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

Project Requirements and TCSP MND Mitigation Compliance

The TCSP MND identified Mitigation Measures BR-1 through BR-18. However, TCSP MND Mitigation Measures BR-1 through BR-11 all were required to be implemented prior to issuance of the previously-issued grading permit for the site. As the currently-proposed Project would not require mass grading and only would entail fine grading activities on a property that does not contain any sensitive biological resources, Mitigation Measures BR-1 through BR-11 are not applicable to the currently-proposed Project. However, the Project would be subject to compliance with TCSP MND Mitigation Measures BR-12 through BR-15, which must be completed prior to issuance of building permits, and would be required to comply with TCSP MND Mitigation Measures BR-16 through BR-18, which must be completed prior to issuance of occupancy permits. These applicable mitigation measures are presented below.

Prior to the issuance of any building permit, the following mitigation measures shall be completed:

BR-12. Street lights and other project- related illumination sources shall be directed away from the habitat conservation areas or shielded so as to avoid light spill into open space.

BR-13. The use of invasive, non- native plant species for landscaping in common areas shall be prohibited. A list of plants to be avoided is identified in Table 6- 2 of the MSHCP Plan.

BR-14. The applicant shall provide a design for the fencing to be installed between the development and the hillside conservation area to the City of Hemet for review and approval. The fencing shall prohibit direct access to the conservation area from adjacent uses. Access to the conservation area for maintenance purposes shall be provided by a locked maintenance gate.

BR-15. The applicant shall provide a design for a double barrier, consisting of sturdy three- rail split rail fencing, or similar fencing, and a four- foot earthen berm between the vernal pool conservation area and the adjacent land to the City of Hemet for review and approval. This barrier shall be designed to allow a view of the conservation area while providing a substantial impediment to unauthorized access. Access to the conservation area for maintenance and restoration purposes shall be provided by a locked maintenance gate.

Prior to the issuance of occupancy permits, the following mitigation measures shall be implemented:

BR-16. A management plan for the conservation areas shall be prepared by a qualified biologist for review and approval by the City of Hemet. The management plan shall document those activities necessary to protect native plant communities and species, as well as how the proposed management is consistent with the requirements of the final Western Riverside County Multiple Species Habitat Conservation Plan. The management plan shall also include an estimated annual budget and funding mechanisms.

BR-17. Signs shall be posted around the perimeter of the vernal pool conservation area. The design and content of the signs shall be approved by the City of Hemet. The signs shall indicate that the conservation area is sensitive habitat and shall incorporate photos and text to include the following information:

A. A map displaying the conservation area and its boundaries.

B. A description of vernal pool habitat, associated species, and sensitivity of these species to human activities.

C. Legal protection afforded these species and penalties for violation of state and federal laws.

D. A description of prohibited activities.

E. Other federally or state listed sensitive species in the conservation area.

F. A description of potential threats to the species and their habitats.

BR-18. A homeowners information package shall be developed by a qualified biologist and shall be submitted to the City of Hemet for review and approval for ultimate distribution to new homeowners. The package shall contain the following:

A. A discussion of the habitat values of the conservation areas and adjacent natural areas, including the Salt Creek Vernal Pool Complex to the south.

B. Identification of potential threats to the conservation areas associated with use of invasive plant species, including provision of a list of prohibited plants.

C. Identification of potential issues associated with the use of pesticides and herbicides and their affects on the adjacent natural areas.

4.1.5 Cultural Resources

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the Project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State CEQA Guidelines?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines Section 15064.5?	☐	☐	☐	☒
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

ENVIRONMENTAL ANALYSIS

In order to evaluate the Project's potential to result in new or more severe impacts to biological resources, a site-specific technical study was prepared for the Project by FCS. This report is titled, "Tres Cerritos Development Project Phase I Cultural Resources Assessment" (herein, "CRA"), is dated April 23, 2025, and is included as *Technical Appendix D* to this MND Addendum (FCS, 2025b).

a) Would the Project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State CEQA Guidelines?

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines Section 15064.5?

TCSP MND Findings: Less-than-Significant Impact With Mitigation Incorporated. A cultural resources survey for the property was conducted as part of the TCSP MND. The cultural resources survey included a records search which resulted in the identification of a total of nine previously-recorded cultural resource sites. As part of the cultural resources survey conducted for the TCSP project, a total of six (6) of the nine previously-recorded sites were located, and one new previously-unidentified site was identified. In general, the sites consisted of bedrock milling features, artifact scatters, and rock shelters that were representative of the Late Prehistoric peoples who inhabited the southern California area. The TCSP MND noted that all six of the previously-recorded sites that were identified in prior investigations previously were subject to a testing program that found that these resources did

not meet the criteria as a significant historic or archaeological resources pursuant to CEQA Guidelines Section 15064.5. In addition, the TCSP MND noted that the lack of soil surrounding the newly recorded site, a rock shelter, and the lack of surface artifacts or other evidence of human habitation resulted in the determination that this site was not significant. As such, the TCSP MND concluded that the site did not contain any known historically or archaeologically significant resources. Although no s8ignificant archaeological or historical resources were identified on site, the TCSP MND concluded that there was a potential that unknown resources could be discovered and impacted during the grading process. As such, the TCSP MND imposed Mitigation Measures CR-1 through CR-13, which generally required monitoring during grading activities as well as avoidance of three resources on site and preservation of these resources in open space. With mitigation, the TCSP MND concluded that impacts to archaeological and historical resources would be reduced to less-than-significant levels. (Hemet, 2005, p. 31)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** In order to evaluate the Project site's potential to contain significant historical or archaeological resources, FCS conducted an updated cultural resources assessment for the site, the results of which are included as *Technical Appendix D*. As documented in the CRA, on March 24, 2025, a records search was conducted at the South Coastal Information Center (SCIC), located at San Diego State University, San Diego, for the Project site and a 1-mile radius beyond the Project boundaries. The current inventories of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Historical Landmarks (CHL) list, the California Points of Historical Interest (CPHI) list, and the California Built Environment Resource Directory (BERD) for Riverside County also were reviewed to determine the existence of previously documented local historic resources. The results of the records search indicate that 39 resources (22 pre-contact and 17 historic) have been recorded within the 1-mile search radius. Six cultural resources (two historic, four pre-contact) are located within the Project boundaries. In addition, 44 area-specific survey reports are on file within the 1-mile radius; two survey reports (RI-00353, RI-04971) address the entire project site. This indicates that the Project site has been previously surveyed for cultural resources. (FCS, 2025b, p. 1)

On March 20, 2025, FCS sent a request to the Native American Heritage Commission (NAHC) in an effort to determine whether any sacred sites are listed on its Sacred Lands File (SLF) for the Project site. A response was received on March 28, 2025, indicating that the SLF search produced a positive result for Native American cultural resources within the project site. The NAHC included a list of 30 Tribal representatives available for consultation. To ensure that all Native American knowledge and concerns over potential Tribal Cultural Resources (TCRs) that may be affected by implementation of the proposed Project are addressed, a letter containing project information and requesting additional information was sent to each Tribal representative on April 10, 2025. Six responses have been received. One response was received on April 15, 2025, from the Agua Caliente Band of Cahuilla Indians. Four additional responses were received on April 16, 2025, from the Santa Rosa Band of Cahuilla Indians, the Fort Yuma Quechan Indian Tribe, the Cahuilla Band of Indians, and a second response from the Agua Caliente Band of Cahuilla Indians. On April 17, 2025, a response was received from the Augustine Band of Cahuilla Indians. No additional responses have been received to date. (FCS, 2025b, p. 1)

On April 11, 2025, FCS staff archaeologists conducted a pedestrian survey for unrecorded cultural resources at the Project site. The survey covered accessible portions of the subject property. The survey team located, photographed, and reevaluated three of the six recorded cultural resources (P-33-004050, P-33-004051, and P-33-004052) within the Project area, all of which were situated within the portions of the Project site that are planned for long-term conservation as open space. (FCS, 2025b, p. 2)

Survey conditions were documented using digital photographs and field notes. During the survey, FCS examined all accessible areas of the exposed ground surface for pre-contact artifacts (e.g., fire-affected rock, milling tools,

flaked stone tools, toolmaking debris, ceramics), soil discoloration and depressions that might indicate the presence of a cultural midden, faunal and human osteological remains, and features indicative of the former presence of structures or buildings (e.g., postholes, standing exterior walls, foundations) or historic debris (e.g., glass, metal, ceramics). All areas of the Project site, where possible, were closely examined for culturally modified soils or other indicators of potential historic or pre-contact resources. No new historic or pre-contact cultural resources or raw materials were identified during the current survey. (FCS, 2025b, p. 2)

Buried site analysis indicates that the Project site is on sloping terrain and entirely situated upon Pleistocene-, Paleozoic-, and Cretaceous-era deposits. This usually indicates a low potential for archaeological deposits; however, 39 cultural resources have been recorded in a 1-mile radius of the proposed Project site and three recorded cultural resources were identified during the pedestrian survey, indicating a moderate to high potential to encounter previously-undiscovered archaeological deposits. (FCS, 2025b, p. 2)

Based on the results of the records searches, archival research, the results from the NAHC SLF search for TCRs, Tribal correspondence, the pedestrian survey, and buried site potential, FCS considers the potential for the proposed Project to have an adverse effect on historic or pre-contact cultural resources to be moderate to high. The buried site potential analysis, noting the sloping terrain and underlying Pleistocene-, Cretaceous-, and Paleozoic-era deposits, suggests a lower likelihood of discovering subsurface archaeological deposits. However, the results from the NAHC SLF search were positive for the presence of TCRs within the Project site. Additionally, the SCIC records search identified 39 cultural resources within a 1-mile radius, with six cultural resources (P-33-004057, P-33-004055, P-33-004049, P-33-004050, P-33-004051, and P-33-004052) being recorded within the project area. The pedestrian survey identified three of the six recorded cultural resources (P-33-004050, P-33-004051, and P-33-004052). The three identified cultural resources are in the portions of the Project site proposed for long-term conservation as open space and would not be impacted by the proposed Project. Resource P-33-004049, an "historic dump" that was located within the impact area, was not identified during the 2025 survey and was likely moved or destroyed. Additionally, bedrock milling features P-33-004055 and P-33-004057 were not identified as they were situated in non-traversable areas of the current survey boundaries. The buried site potential analysis indicates that the Project site rests on middle to early Pleistocene-age alluvial fan deposits and Paleozoic- and Cretaceous-era deposits, suggesting a moderate high potential that cultural resources may be encountered during project-related ground disturbance. (FCS, 2025b, p. 2)

Accordingly, and consistent with the conclusion reached by the TCSP MND, the currently-proposed Project has the potential to result in impacts to previously unidentified subsurface archaeological and/or historical resources, although the potential for encountering such resources is relatively low due to the limited amount of grading required for the proposed Project and the fact that the grading largely would consist of grading of the 74,000 cy of soil material that would be imported to the Project site to facilitate fine grading activities. Notwithstanding, and consistent with the project evaluated in the TCSP MND, the proposed Project would be subject to compliance with TCSP MND Mitigation Measures CR-1 through CR-13, which generally require construction worker training as well as monitoring by an archaeologist and tribal monitors during grading activities. Consistent with the conclusion reached by the TCSP MND, mandatory compliance with TCSP MND Mitigation Measures CR-1 through CR-13 would reduce the Project's potential impacts to subsurface archaeological and/or historical resources to below a level of significance. Therefore, the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

c) Disturb any human remains, including those interred outside of formal cemeteries?

TCSP MND Findings: **No Impact.** The TCSP MND found that the project would not disturb any known human remains, including those interred outside of formal cemeteries, and concluded that no impact would occur. (Hemet, 2005, p. 31)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** The Project site does not contain a cemetery and no known formal cemeteries are located within the immediate site vicinity. Nevertheless, the remote potential exists that human remains may be unearthed during grading and excavation activities associated with Project construction. In the event that human remains are discovered during Project grading or other ground disturbing activities, the Project would be required to comply with the applicable provisions of California Health and Safety Code § 7050.5 as well as Public Resources Code § 5097 et. seq. California Health and Safety Code § 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Pursuant to California Public Resources Code § 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made by the Coroner. If the Coroner determines the remains to be Native American, the California Native American Heritage Commission (NAHC) must be contacted and the NAHC must then immediately notify the "Most Likely Descendant(s)" of receiving notification of the discovery. The Most Likely Descendant(s) (MLD) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Additionally, TCSP MND Mitigation Measure CR-4, which would apply to the Project, requires that if any human bones are discovered, all work in the area shall stop, the Riverside County Coroner shall be notified, the NAHC shall be notified, and disposition of the remains shall occur in accordance with applicable provisions of State law. Assuming mandatory compliance with State law as well as Mitigation Measure CR-4, implementation of the Project would not result in any adverse impacts to any human remains. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

Project Requirements and TCSP MND Mitigation Compliance

The TCSP MND identified 13 mitigation measures related to cultural resources, all of which would continue to apply to the proposed Project.

CR-1. In the event any archaeological or historical resources or remains are uncovered during the course of project construction, ground- disturbing activities in the vicinity of the find shall be redirected until the nature and extent of the find can be evaluated by a qualified archaeologist and, in accordance with CR- 9, the Soboba and Pechanga Tribes. Earthmoving shall be allowed to proceed through the site when the archaeological supervisor and the City of Hemet, in consultation with the Soboba and Pechanga Tribes, determine that the artifacts have been mitigated to the extent necessary.

CR-2. Prior to any clearing and grubbing and/ or earthmoving activities, a qualified archaeologist retained by the project proponent and approved by the City of Hemet , along with representatives from the Soboba and Pechanga Tribes, shall review the approved development plan. The archaeologist shall conduct any pre- construction work recommended and participate in preconstruction meetings with development staff and construction operators to ensure that all construction personnel understand the mitigation measures required during construction. Representatives from the Soboba and Pechanga Tribes shall be given the opportunity to monitor all pre- construction work, and to participate in all pre- construction meetings.

CR-3. Monitoring shall be conducted on a full- time basis during grading and earthmoving until the project archaeologist determines that resources are not likely to be encountered.

CR-4. If human remains are encountered during any earthmoving activities, all work in the area shall stop, and the Riverside County Coroner shall be notified. State law dictates that the Native American Heritage Commission shall be notified in the event that the remains are determined to be human and

of Native American descent. In some instances, grave remains may also include artifacts found in association with a burial.

CR-5. If a previously unknown site is encountered, a qualified archaeologist shall examine the area and determine the actions that may be needed to mitigate potential impacts. The City of Hemet shall consult with the Tribes regarding the archaeologist' s determinations and recommendations in accordance with CR- 9, and then review and approve the recommended actions prior to implementation. Work in the area of the previously unknown site shall halt until the impacts to the resources are addressed as directed by the City of Hemet.

CR-6. Any recovered archaeological resources shall be identified, recorded, mapped, and artifacts shall be catalogued as required by standard archaeological practices, except sacred and ceremonial items, which shall be treated in accordance with CR- 8. Examination of artifacts shall be conducted by a qualified archaeologist to determine the level of significance of the resources.

CR-7. A final report of the findings of the monitoring process shall be prepared by the archaeologist for submittal to the project proponent, the Eastern Information Center, and the City of Hemet. The report shall include a description of parcel history, summarize field and laboratory methods uses, and include the results of any testing or special analysis that was required to support the findings.

CR-8. Prior to issuance of grading permits, the applicant shall enter into a pre- excavation agreement with the Soboba Band of Luiseno Indians and the Pechanga Band of Luiseno Indians. This agreement shall address the treatment and disposition of cultural resources and human remains that may be uncovered during construction as well as provisions for tribal monitors.

CR-9. If cultural resources are discovered during project construction, all work in the area of the find shall cease, and a qualified archaeologist and representatives of the Pechanga Band and Soboba Band of Luiseno Indians shall be notified in order to investigate the find and make recommendations on its disposition.

CR-10. The applicant shall allow free access to the project site to monitors sponsored by the Soboba Band of Luiseno Indians and Pechanga Band of Luiseno Indians during grading and other earthmoving, demolition, and excavation activities.

CR-11. The landowner shall relinquish ownership of all Luiseno archaeological resources, Native American remains and sacred items that may be discovered in the course of work to the Pechanga Band and Soboba Band of Luiseno Indians for appropriate treatment and disposition.

CR-12. All sacred sites, if any, within the project site shall be avoided and preserved in a manner consistent with a pre- excavation agreement between the applicant and the Pechanga Band of Luiseno Indians.

CR-13. The sites known as P-33-004058, P-33-004050, and RS-1 shall be avoided and preserved in open space.

4.1.6 Energy

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the Project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☒
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

ENVIRONMENTAL ANALYSIS

In order to evaluate the proposed Project's potential to result in significant energy impacts, a Project-specific technical study was prepared for the Project by Urban Crossroads. This report, titled *"Tres Cerritos Energy Analysis"* (herein, "EA"), is dated July 29, 2025, and is included as *Technical Appendix E* to this Addendum (Urban Crossroads, 2025b).

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

TCSP MND Findings: The TCSP MND determined that implementation of the TCSP would result in the conversion of the subject site from former agricultural and vacant land to a residential development. The TCSP MND noted this transition would increase demand upon existing sources of energy from Southern California Edison (SCE). The TCSP MND noted that electric facilities would be brought to the site by overhead poles on Myers Street, originating at Devonshire Avenue, and that the electric wires would then be placed underground on Rose Road, and stub into the Tres Cerritos West for on- site installation at the home sites. The TCSP MND also noted that standard lighting would be provided for the development as well. The TCSP MND concluded that impacts due to energy demand and electric transmission capacity would be less than significant. (Hemet, 2005, pp. 52-53)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** The Project's EA an exhaustive discussion of existing conditions with respect to the topic of energy, and includes a detailed discussion of electricity usage, natural gas usage, and transportation energy resources and is presented Section 2 of the Project's EA (*Technical Appendix E*). In addition, Section 3 of the Project's EA includes a thorough description of federal and State regulations related to the topic of energy. (Urban Crossroads, 2025b, pp. 6-19)

Provided below is a discussion and analysis of the proposed Project's anticipated energy demand during construction and long-term operation. Refer to Subsection 4.2 of the Project's EA for a discussion of the modeling and methodologies used to evaluate the Project's anticipated energy demand.

Construction Energy Demands

The estimated power cost of on-site electricity usage during the building construction of the Project is assumed to be approximately $78,194,40. Based on the assumed power cost, it is estimated that the total electricity usage during building construction, after full Project build-out, is calculated to be approximately 390,972 kWh.

Construction worker trips for full construction of the Project would result in the estimated fuel consumption of 68,281 gallons of fuel. Additionally, fuel consumption from construction vendor and hauling trips (MHDTs and HHDTs) would total approximately 63,127 gallons. Diesel fuel would be supplied by City and regional residential vendors. (Urban Crossroads, 2025b, pp. 21-22, 26, 30)

Starting in 2014, and subsequent to adoption of the TCSP MND, CARB adopted the nation's first regulation aimed at cleaning up off-road construction equipment such as bulldozers, graders, and backhoes. These requirements ensure fleets gradually turnover the oldest and dirtiest equipment to newer, cleaner models and prevent fleets from adding older, dirtier equipment. As such, the equipment used for Project construction would conform to CARB regulations and California emissions standards. It also should be noted that there are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities, nor is any equipment proposed that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in the construction of the Project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel. (Urban Crossroads, 2025b, p. 33)

Construction contractors would be required to comply with applicable CARB regulations regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Compliance with anti-idling and emissions regulations would result in a more efficient use of construction-related energy and the minimization or elimination of wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption. (Urban Crossroads, 2025b, p. 33)

Additional construction-source energy efficiencies would occur due to required California regulations and BACM. For example, California Code of Regulations (CCR) Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. In this manner, construction equipment operators are required to be informed that engines are to be turned off at or prior to five minutes of idling. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints. (Urban Crossroads, 2025b, p. 33)

In general, the construction processes promote conservation and efficient use of energy by reducing raw materials demands, with related reduction in energy demands associated with raw materials extraction, transportation, processing, and refinement. Use of materials in bulk reduces energy demands associated with preparation and transport of construction materials as well as the transport and disposal of construction waste and solid waste in general, with corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations. (Urban Crossroads, 2025b, p. 33)

As supported by the preceding discussions, Project construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary, and would be reduced in comparison to the energy demands associated with the Approved Project due to the introduction of current regulations promoting energy conservation. Impacts would be less than significant.

Operational Energy Demands

Transportation Energy Demands

Operational energy would be consumed during vehicle trips associated with the Project. Fuel consumption primarily would be related to vehicle use by visitors and employees associated with the Project. Based on

CalEEMod energy use estimations, Project-related vehicle trips would result in approximately 6,762,780 Vehicle Miles Traveled (VMT) and consume an estimated 254,791 gallons of gasoline and diesel combined, annually (see Appendices 4.1 and 4.2 to the Project's EA, *Technical Appendix E*). (Urban Crossroads, 2025b, p. 34)

Fuel would be provided by current and future retail vendors. Trip generation and VMT generated by the Project are consistent with other residential uses of similar scale and configuration, as reflected respectively in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Ed., 2021); and CalEEMod. As such, Project operations would not result in excessive and wasteful vehicle trips and VMT, nor excess and wasteful vehicle energy consumption compared to other residential uses. (Urban Crossroads, 2025b, p. 36)

It should be noted that the State strategy for the transportation sector for passenger vehicles focuses on both per-capita VMT reductions and an increase in vehicle efficiency are forecasted to be needed to achieve the overall state emissions reductions goals. (Urban Crossroads, 2025b, p. 37)

Enhanced fuel economies realized pursuant to federal and State regulatory actions, many of which were not in effect at the time the TCSP MND was adopted, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. Location of the Project proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. The Project is surrounded by existing transportation facilities and infrastructure which would provide future visitors and employees associated with the Project access to a mix of land uses near the Project, thus further reducing fuel consumption demand. Additionally, the Project will also be providing parking and Electric Vehicle (EV) infrastructure that would further promote fuel efficient vehicles, and the requirement to accommodate EV infrastructure was not in place at the time the TCSP MND was adopted. The Project design incorporates sidewalks and paseos, facilitating and encouraging pedestrian mobility and access. Facilitating pedestrian and bicycle access also would reduce VMT and associated energy consumption. In compliance with the California Green Building Standards Code and City requirements, the Project would promote the use of bicycles as an alternative mean of transportation by providing short-term and/or long-term bicycle parking accommodations. (Urban Crossroads, 2025b, p. 37)

For these reasons, operational-related transportation fuel consumption would not result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, the operational impact related to vehicle fuel consumption would be less than significant. (Urban Crossroads, 2025b, p. 37)

Facility Energy Demands

Building operations would involve energy consumption for multiple purposes including, but not limited to, building heating and cooling, refrigeration, lighting, and electronics.

The proposed Project would not be served by natural gas, and as such the Project has no potential to result in impacts due to the inefficient, wasteful, or otherwise unnecessary consumption of natural gas. Project facility operational energy demands are estimated at 1,185,557 kWh/year of electricity, which would be supplied by SCE. The Project proposes conventional residential uses reflecting contemporary energy efficient/energy conserving designs and operational programs, and would be required to be designed to meet current standards, many of which were either not in effect or were less stringent at the time the TCSP MND was adopted. The Project does not propose uses that are inherently energy intensive and the energy demands in total would be comparable to other residential uses of similar scale and configuration. (Urban Crossroads, 2025b, p. 37)

Implementation of the Project would increase the demand for electricity at the Project site. The Project would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the California Title 24 energy efficiency standards. Title 24 standards include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building, and the Title 24 regulations have regularly been updated since adoption of the TCSP MND to include new and more stringent requirements related to energy conservation. For example, the Title 24 Lighting Power Density requirements, which were not in effect at the time the TCSP MND was adopted, define the maximum wattage of lighting that can be used in a building based on its square footage. Title 24 standards are widely regarded as the most advanced energy efficiency standards, would help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation. Further, the proposed Project would not directly require the construction of new energy generation or supply facilities and providers of electricity are in compliance with regulatory requirements that assist in conservation, including requirements that electrical providers achieve state-mandated renewal energy production requirements. (Urban Crossroads, 2025b, p. 37)

With mandatory compliance with Title 24 conservation standards and other regulatory requirements, Project operations would not result in the wasteful, inefficient, or unnecessary consumption of energy resources, and impacts would be less than significant. (Urban Crossroads, 2025b, pp. 36-37)

Conclusion

Based on the preceding analysis and the extensive discussion and analysis presented in the Project's EA (*Technical Appendix E*), construction and operation of the proposed Project would consume energy resources, but the Project's overall anticipated demand for energy resources would be substantially reduced in comparison to the project evaluated by the TCSP MND due to the adoption of new and more stringent regulations related to energy conservation that were not in effect at the time the TCSP MND was adopted. Accordingly, the proposed Project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during Project construction or operation, and impacts would be less than significant. Therefore, the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

TCSP MND Findings: The TCSP MND did not identify any impacts due to a conflict with or obstruction of a State or local plan for renewable energy or energy efficiency.

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** Under existing conditions, there are no adopted State or local plans for renewable energy or energy efficiency in the Project area. Thus, the Project would have no potential to conflict with such plans, and no impact would occur. Additionally, and as discussed below, the Project would be consistent with or otherwise would not conflict with policies and requirements related to energy conservation, including policies and requirements that have been implemented since the TCSP MND was adopted.

Project Consistency with Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991: The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) promoted the development of inter-modal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA

requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions.

Transportation and access to the Project site is provided primarily by the local and regional roadway systems. The Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTEA because SCAG is not planning for intermodal facilities on or through the Project site.

Project Consistency with the Transportation Equity Act for the 21st Century (TEA-21): The Transportation Equity Act for the 21st Century (TEA-21) was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation, discussed above. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety.

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access, acts to reduce VMT, takes advantage of existing infrastructure systems, and promotes land use compatibilities through collocation of similar uses. This is because the Project site is located within an area already served with roadway and utilities infrastructure and the Project site is located in an area surrounded by existing and planned residential development. As such, the Project supports the strong planning processes emphasized under TEA-21 by taking advantage of the regional and proximate transportation infrastructure. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21.

Project Consistency with the California Integrated Energy Policy Report (Senate Bill 1389): Senate Bill 1389 (Bowen, Chapter 568, Statutes of 2002) requires the California Energy Commission to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety (Public Resources Code § 25301a). The Energy Commission prepares these assessments and associated policy recommendations every two years, with updates in alternate years, as part of the Integrated Energy Policy Report. The 2023 Integrated Energy Policy Report (2023 IEPR) was published in February 2024, and continues to work towards improving electricity, natural gas, and transportation fuel energy use in California. The 2023 IEPR introduces a new framework for embedding equity and environmental justice at the CEC and the California Energy Planning Library which allows for easier access to energy data and analytics for a wide range of users. Additionally, energy reliability, western electricity integration, gasoline cost factors and price spikes, the role of hydrogen in California's clean energy future, fossil gas transition and distributed energy resources are topics discussed within the 2023 IEPR.

Electricity would be provided to the Project by Southern California Edison (SCE). SCE's Clean Power and Electrification Pathway (CPEP) white paper is an integrated approach to reduce GHG emissions and air pollution by taking action in three California economic sectors: electricity, transportation, and buildings. It builds on existing State programs and policies, and uses a combination of measures to produce the most cost-effective and feasible path forward among the options studied. By 2030, it calls for: 1) an electric grid supplied by 80 percent carbon-free energy; 2) more than 7 million electric vehicles on California roads; and 3) using

electricity to power nearly one-third of space and water heaters, in increasingly energy-efficient buildings. These electrified technologies will use zero-emission resources like solar and wind to provide most of their power, and can in turn support the electric grid by balancing electricity demand with supply. Because all power supplied to the Project by SCE would be subject to the energy conservation and renewable energy requirements of the CPEP, the Project is inherently consistent with, would not otherwise interfere with, and would not obstruct implementation of, the goals presented in the 2023 IEPR.

Project Consistency with State Energy Plan: The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The Plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled and accommodate pedestrian and bicycle access.

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access and takes advantage of existing infrastructure systems. The Project therefore supports urban design and planning processes identified under the State of California Energy Plan, is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan.

Project Consistency with California Code Title 24, Part 6 (California Energy Code): California Code of Regulations Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions.

The 2022 Title 24 Part 11: California Green Building Standards Code (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings. 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 on January 1, 2023. The CEC anticipates that the 2022 energy code will provide $1.5 billion in consumer benefits and reduce GHG emissions by 10 million metric tons. The Project would be required to comply with the applicable standards in place at the time building permit document submittals are made.

Compliance with the applicable Title 24 requirements is enforced through Chapter 14, Article II (Buildings and Building Regulations). Thus, Project consistency with Title 24 requirements would be assured as part of the City's future review of building permit applications. As such, the Project is consistent with, would not interfere with, and would not obstruct implementation of Title 24.

Project Consistency with Pavley Fuel Efficiency Standards (AB 1493): AB 1493 is not directly applicable to the Project, since it is a Statewide measure establishing vehicle emissions standards. No feature of the Project would interfere with implementation of the requirements under AB 1493. Additionally, all vehicles accessing the Project site would obtain fuel from local and regional distributors, which would be compliant with AB 1493.

Project Consistency with California Renewable Portfolio Standards (SB 1078): The requirements of the State's Renewable Portfolio Standard (RPS) are not applicable to the Project as it is a statewide measure that establishes a renewable energy mix. However, no feature of the Project would interfere with implementation of the requirements under RPS.

Project Consistency with Senate Bill 350 (SB 350): The proposed Project would use energy from SCE, which has committed to diversify their portfolio of energy sources by increasing energy from wind and solar sources. No feature of the Project would interfere with implementation of SB 350. The Project would be designed and constructed to implement the energy efficiency measures for new residential developments and would include several measures designed to reduce energy consumption. Additionally, under Title 24, the Project is required to install solar PV systems on each dwelling unit, which would feed back into the overall SCE power mix and, therefore the Project would partially support the goals of RPS and SB 350.

Based on the preceding analysis, the Project would not conflict with any adopted state or local plans for renewable energy or energy efficiency, and impacts would be less than significant. Therefore, the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

4.1.7 Geology and Soils

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the Project:				
a. Expose people or structures to 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? (Refer to Division of Mines and Geology Special Publication 420) • Strong seismic ground shaking? • Seismic-related ground failure, including liquefaction? • Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c. 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?	☐	☐	☐	☒

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
d. Be located on expansive soil, as defined in 1803.5.3 of the California Building Code (2022), creating substantial risks to life or property?	☐	☐	☐	☒
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

ENVIRONMENTAL ANALYSIS

In order to evaluate the proposed Project's potential geotechnical constraints and feasibility, a Project-specific technical study was prepared for the Project by GeoTek, Inc. This report, titled "Updated Geotechnical Evaluation – Tres Cerritos West Project – Tract No. 31513" (herein, "Geotechnical Update"), is dated March 21, 2024, and is included as *Technical Appendix F1* to this MND Addendum (GeoTek, 2024). In addition, information from an as-graded compaction report also is referenced in this section. This report is titled, "As-Graded, Interim Compaction Report of Grading and Remedial Earthwork Recommendations, Tract 31513, Tres Cerritos West Project, City of Hemet, Riverside County, California," prepared by GeoSoils, Inc., dated March 5, 2021, and included as MND Addendum *Technical Appendix F2* (GeoSoils, 2021)

a) Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

I. **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42)**

TCSP MND Findings: **No Impact.** The TCSP MND found that the TCSP site was not located within an Alquist-Priolo Earthquake Fault Zone per the City of Hemet General Plan, and noted that no known faults traversed the property; therefore, the TCSP MND concluded that no significant impacts due to fault rupture would occur. (Hemet, 2005, p. 32)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** Based on the Project's Geotechnical Update (*Technical Appendix F*), and consistent with the conditions that existed at the time the TCSP MND was adopted, the Project site is not located within an Alquist-Priolo Earthquake Fault Zone, and no known active faults traverse the property. The nearest active fault is the San Jacinto Fault Zone, located approximately 2.75 miles to the northeast. (GeoTek, 2024, p. 8) Accordingly, and consistent with the conclusion reached by the TCSP MND, the proposed Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, and no impact would occur.

Because the site is not within an Alquist-Priolo Earthquake Fault Zone and no faults are known to traverse the property, the risk of fault rupture at the site remains low. Therefore, as with the previous TCSP MND findings, no impact due to rupture of a known earthquake fault would occur. Therefore, the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

a) Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

II. Strong seismic ground shaking?

TCSP MND Findings: **Less-than-Significant Impact.** The TCSP MND found that the TCSP site was located in a seismically-active region with potential ground-shaking hazards from nearby fault zones. The TCSP MND noted that while the TCSP project would increase the number of people exposed to these hazards, compliance with the Uniform Building Code (UBC) and Occupational Safety and Health Administration (OSHA) standards would reduce risks to acceptable levels. As a result, the TCSP MND concluded that impacts due to ground-shaking hazards would be less than significant. (Hemet, 2005, p. 32)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** Although the Project site is not located within an Alquist-Priolo Earthquake Fault Zone, the nearest fault to the Project site occurs approximately 2.75 miles to the northeast (GeoTek, 2024, p. 8). As such, and consistent with the findings of the TCSP MND, the site is subject to strong ground motions caused by earthquakes along nearby fault zones and other active regional faults. Section 1613 of the 2022 California Building Code (CBC), which was not in effect at the time the TCSP MND was adopted and has incorporated more stringent measures related to seismic safety, identifies design features required to be implemented to resist the effects of seismic ground motions. With mandatory compliance to the 2022 CBC requirements, or the applicable building code at the time of Project construction, structures and persons on the Project site would not be exposed to substantial adverse ground-shaking effects. Accordingly, and consistent with the findings of the TCSP MND, impacts associated with strong seismic ground shaking would be less than significant. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

a) Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

III. Seismic-related ground failure, including liquefaction?

TCSP MND Findings: **Less-than-Significant Impact.** The TCSP MND found that potential for hazards associated with liquefaction, such as potential differential settlement, exist on the site. However, the TCSP MND found that mandatory compliance with the UBC building construction standards and federal and state OSHA standards was expected to reduce on-site ground shaking hazards to acceptable levels. In addition, the TCSP MND indicated that on-site soils are not known for their susceptibility to liquefaction during ground- shaking activities. Due to compliance with local, State, and regional policies, and due to the fact that on-site soils are not susceptible to liquefaction hazards, the TCSP MND concluded that impacts due to seismic-related ground failure, including liquefaction, would be less than significant. (Hemet, 2005, p. 32)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** Liquefaction describes a phenomenon in which cyclic stresses, produced by earthquake-induced ground motion, create excess pore pressures in relatively cohesionless soils. These soils may thereby acquire a high degree of mobility, which can lead to lateral movement, sliding, consolidation and settlement of loose sediments, sand boils and other damaging

deformations. This phenomenon occurs only below the water table, but, after liquefaction has developed, the effects can propagate upward into overlying non-saturated soil as excess pore water dissipates. (GeoTek, 2024, p. 9)

The factors known to influence liquefaction potential include soil type and grain size, relative density, groundwater level, confining pressures, and both intensity and duration of ground shaking. In general, materials that are susceptible to liquefaction are loose, saturated granular soils having low fines content under low confining pressures. (GeoTek, 2024, p. 9)

The County of Riverside indicates the site to be located within a "low" to "moderate" liquefaction potential area. A liquefaction assessment was previously conducted for this site by GeoTek in 2021. GeoTek evaluated the liquefaction potential of the on-site soils using the computer program LiquefyPro Version 5. (GeoTek, 2024, pp. 9-10)

The results of the analyses indicated that the soils within the sampled soil boring are not susceptible to significant soil liquefaction during the design-level earthquake. The seismic-settlement assessment performed for the 2021 investigation conducted by GeoTek estimated total seismic settlements on the order of about 1/3 inch is possible. Additionally, GeoTek estimated the differential seismic-induced settlement to be less than ¼ inch over a 30-foot span. The results of the liquefaction analysis are presented within Appendix D to the Project's Geotechnical Update (*Technical Appendix F*). (GeoTek, 2024, p. 10)

Due to the general flat terrain and low site liquefaction potential, the potential for seismic induced landslides or lateral spreading is considered nil. The potential for secondary seismic hazards such as a seiche and tsunami is considered negligible due to site elevation and distance from an open body of water. Evidence of ancient landslides or slope instabilities at the site were not observed during the previous investigation nor during a recent site reconnaissance. (GeoTek, 2024, p. 10)

Accordingly, based on the preceding analysis, the proposed Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction, and impacts would be less than significant. Therefore, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

a) Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

IV. Landslides?

TCSP MND Findings: **No Impact.** The TCSP MND found that the potential for adverse risk associated with landslides (poor slope stability) was low. The TCSP MND noted that the site was located on an alluvial fan that is not prone to landslides. Grading necessary for the project site was anticipated to be conducted in a manner that would ensure stability in conjunction with generally accepted engineering criteria in compliance with local, State, and regional standards. As such, the TCSP MND concluded that potential impacts due to landslide hazards would not occur, resulting in no impact. (Hemet, 2005, p. 33)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** According to the Project's Geotechnical Update (*Technical Appendix F*), and consistent with the conditions that existed at the time the TCSP MND was adopted, the Project site not located within a State of California Seismic Hazard Zone for earthquake induced landslide potential (GeoTek, 2024, p. 8). Additionally, due to the general flat terrain and low site

liquefaction potential, the potential for seismic induced landslides is considered nil (GeoTek, 2024, p. 9). Accordingly, the proposed Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides, and no impact would occur. Therefore, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

b) Result in substantial soil erosion or the loss of topsoil?

TCSP MND Findings: **Less-than-Significant Impact.** The TCSP MND disclosed that the potential for soil erosion impacts were not anticipated to be significant because the site is relatively flat and is not conducive to soil erosion. The TCSP MND indicated that during the grading process, soil erosion could occur due to the surface movement of soils by mechanical equipment. The TCSP MND noted that impacts would be minimized through the use of standard grading practices to alleviate the potential for erosion, such as the use of earth berms to prevent on- or off-site erosion, and would be required to implement Best Management Practices (BMPs) to alleviate runoff. The TCSP MND concluded that implementation of these practices would result in less-than-significant impacts due to the substantial loss of topsoil or erosion. (Hemet, 2005, p. 33)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** Consistent with the project evaluated by the TCSP MND, the Project has the potential to result in substantial soil erosion or loss of topsoil during both construction and long-term operation. Each is discussed below.

Construction-Related Activities

Consistent with the information disclosed in the TCSP MND, proposed grading activities associated with the Project would temporarily expose underlying soils to water and air, which would increase erosion susceptibility while the soils are exposed. Exposed soils would be subject to erosion during rainfall events or high winds due to the removal of stabilizing vegetation and exposure of these erodible materials to wind and water.

Pursuant to the requirements of the State Water Resources Control Board, the Project Applicant is required to obtain coverage under a National Pollutant Discharge Elimination System (NPDES) permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. Additionally, during grading and other construction activities involving soil exposure or the transport of earth materials, City of Hemet Municipal Code Chapter 67 (Grading, Sediment, and Erosion Control) would apply, which establishes, in part, requirements for the control of dust and erosion during construction. As part of the requirements of Chapter 67, the Project Applicant would be required to prepare an erosion control plan that would address construction fencing, sandbags, and other erosion-control features that would be implemented during the construction phases to reduce the site's potential for soil erosion or the loss of topsoil. Requirements for the reduction of particulate matter in the air also would apply, pursuant to SCAQMD Rule 403. Mandatory compliance with the Project's NPDES permit and applicable regulatory requirements would ensure that water and wind erosion impacts would be less than significant.

Long-Term Operational Activities

Following construction, wind and water erosion on the Project site would be minimized, as the areas disturbed during construction would be landscaped or covered with impervious surfaces. Only nominal areas of exposed soil, if any, would occur in the site's landscaped areas. The only potential for erosion effects to occur during Project operation would be indirect effects from stormwater discharged from the property. All flows entering the on-site storm drainage system would be directed toward one of the three detention basins planned on site via catch basins and subsurface storm drainpipes, with the southern two detention basins also providing water quality

treatment. Since there are no downstream drainage facilities available, the onsite runoff would need to be detained in a sump condition and discharged at a rate less than the existing runoff rate. Per the City of Hemet's retention
and detention requirements, the basins would be sized to provide adequate detention capacity to mitigate the 2-year, 24-hour and the 10-year, 24-hour event for this preliminary review. The basins also are required to provide adequate emergency overflow for the 100-year, 1-hour event. The City of Hemet has indicated that the Project would be connected to a future Riverside County Flood Control and Water Conservation District (RCFCWCD) regional detention facility located within the adjacent property to the south. As such, the Project would not result in a substantial increase in runoff that could result in increased erosion hazards downstream. Impacts would be less than significant. (SP2, 2025a, p. 6)

In addition, the Project Applicant is required to prepare and submit to the County for approval a Project-specific Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP). The SWPPP and WQMP must identify and implement an effective combination of erosion control and sediment control measures (i.e., Best Management Practices) to reduce or eliminate discharge to surface water from storm water and non-storm water discharges. Adherence to the requirements noted in the Project's required WQMP (refer to Technical *Appendix I2*) and future-required site-specific SWPPP would further ensure that potential erosion and sedimentation effects would be less than significant.

Conclusion

Based on the foregoing analysis, impacts due to substantial soil erosion or the loss of topsoil would be less than significant. Therefore, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

c) 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?

TCSP MND Findings: No Impact. The TCSP MND found that the TCSP site was not located on a geologic unit or soil that is unstable, or that would become unstable as a result of the TCSP project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. The TCSP MND noted that no known incidences of subsidence settlement or lateral spreading has occurred in the vicinity of the site. Additionally, the TCSP MND noted that the proposed grading plan would require reviewed by the City and would address proper placement of fill, soil compaction, and slope stability during the grading process. As a result, the TCSP MND concluded that there would be no impacts related to unstable geologic units. (Hemet, 2005, p. 33)

TCSP MND Addendum Findings: No Substantial Change from Previous Analysis. The Project's potential to result in significant impacts associated with lateral spreading, subsidence, and collapse is discussed below. Impacts due to on- or off-site landslides previously were addressed herein under the analysis of Threshold a.IV), while impacts due to liquefaction previously were addressed under the analysis of Threshold a.III). As noted in the analyses of Thresholds a.III and a.IV), impacts due to liquefaction hazards would be less than significant, while no impacts due landslides would occur. Impacts due to liquefaction hazards and due to landslides are not further discussed below.

Lateral Spreading

Lateral spreading is a type of liquefaction-induced ground failure associated with the displacement of surface materials due to a subsurface liquefied layer. The Project's Geotechnical Update (*Technical Appendix F*) indicates that due to the general flat terrain and low site liquefaction potential, the potential for seismic induced lateral spreading is considered nil (GeoTek, 2024, p. 10). Accordingly, and consistent with the findings of the TCSP MND,

the proposed Project would not be located on a unit or soil that is unstable or that would become unstable and potentially result in impacts due to lateral spreading, and no impact would occur.

Subsidence and Collapse

The site is not located in an area known for subsidence or hydrocollapse hazards. Based on laboratory test results previously obtained by GeoTek, the older alluvium present on the Project site generally exhibits a "very low" potential for hydrocollapse (GeoTek, 2024, p. 10). However, the Project Applicant would be required to comply with the recommendations of the Project's site-specific Geotechnical Update (*Technical Appendix F*) and the 2022 version of the California Building Code (CBC), which would ensure that the building foundations would be designed to preclude any impacts related to ground subsidence. Accordingly, and consistent with the findings of the TCSP MND, the proposed Project would not be located on a unit or soil that is unstable or that would become unstable and potentially result in impacts due to subsidence or collapse, and no impact would occur.

Conclusion

With mandatory compliance with the site-specific recommendations contained in the Project's Geotechnical Update (*Technical Appendix F*), and/or the recommendations of any future-required site-specific geotechnical studies that may be required in association with future grading and/or building permit applications, the proposed 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 it would not result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. Therefore, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

d) Be located on expansive soil, as defined in 1803.5.3 of the California Building Code (2022), creating substantial risks to life or property?

TCSP MND Findings: No Impact. The TCSP MND found that the soils on the TCSP site were not expansive in nature. As such, the TCSP MND concluded that with standard grading techniques, significant impacts due to expansive soils were not anticipated. (Hemet, 2005, p. 33)

TCSP MND Addendum Findings: No Substantial Change from Previous Analysis. According to the results of the laboratory testing performed on three (3) samples of the near surface soils, the near surface soils have a "Very Low" (0≤EI≤20) to "Medium" (51≤EI≤90) Expansion Index (EI) when tested and classified in accordance with ASTM D 4829 (GeoTek, 2024, p. 7). Therefore, it is GeoTek's opinion that conventional foundations supported by engineered fill may be used for this site. The conventional foundation elements for the proposed buildings would bear entirely in engineered fill soils. Foundations would be designed in accordance with the 2022 California Building Code. Expansion index of the soils would be performed during construction to evaluate the as-graded conditions. Final recommendations would be based upon the as-graded soils conditions. (GeoTek, 2024, p. 17) The City of Hemet would impose a condition of approval the Project requiring compliance with the site-specific recommendations contained in the Project's Geotechnical Update (*Technical Appendix F*), and/or the recommendations of any future-required site-specific geotechnical studies that may be required in association with future grading and/or building permit applications. With adherence to the site-specific recommendations, the Project would not create substantial risks to life or property due to expansive soils, and no impact would occur. Therefore, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

TCSP MND Findings: Although the TCSP MND did not explicitly evaluate potential impacts due to septic tanks or alternative wastewater disposal systems, the TCSP MND contained enough information that with the exercise of reasonable diligence, information about the TCSP project's potential impacts due to septic systems and alternative wastewater disposal systems was readily available to the public. Specifically, the TCSP MND noted that sewer service to the TCSP would be provided via a connection to existing EMWD sewer lines in the area, thereby disclosing that the TCSP would not include any septic systems or alternative wastewater disposal systems (Hemet, 2005, p. 51).

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** Consistent with the project evaluated by the TCSP MND, sewer service for the Project site would be provided by EMWD via a proposed connection to an existing 15-inch sewer line within Old Warren Road. The Project does not include any proposed septic tanks or alternative wastewater disposal systems. As such, the Project would not result in the installation of septic tanks or alternative wastewater disposal systems on soils not suitable for such systems, and no impact would occur. Therefore, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

TCSP MND Findings: **Less-than-Significant Impact with Mitigation Incorporated.** A site-specific paleontological survey of the TCSP site was conducted in 2004 and the results were disclosed by the TCSP MND. The TCSP MND indicated that the results of the literature review did not reveal the presence of any previously-reported paleontological resources on the property. Results of the field survey also did not reveal the presence of paleontological resources. However, the TCSP MND indicated rock units identified on the property are known to contain paleontological resources in other portions of the Hemet Valley at depths of less than 10 feet. Late Pleistocene fossil bone has been recovered at Diamond Valley Lake, in the southern portion of the Hemet Valley. As a result, the TCSP MND concluded that there was a high probability that fossil bone could be uncovered on the property during excavation activities associated with site grading. Therefore, the TCSP MND imposed Mitigation Measures PR-1 through PR-8, requiring monitoring of the Project site during the grading process to alleviate potentially significant impacts to subsurface paleontological resources. Following mitigation, the TCSP MND concluded that impacts to paleontological resources or unique site features would be reduced to less-than-significant levels. (Hemet, 2005, p. 30)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** In order to provide an updated analysis of the currently-proposed Project's potential to result in significant impacts to paleontological resources, a site specific investigation was conducted for the Project site by FCS, the results of which are presented in a technical memorandum titled, "Paleontological Resources Due Diligence Memorandum for the Tres Cerritos Development Project, City of Hemet, Riverside County, California" (herein, "PRM"), is dated May 15, 2025, and is included as MND Addendum *Technical Appendix K* (FCS, 2025c). Refer to the Project's PRM for a discussion of the methodology used to evaluate the Project's potential impacts to paleontological resources, for a discussion of geologic mapping for the Project site, and for a discussion of the results of the literature review and records searches conducted by FCS.

As discussed in the FCS (*Technical Appendix K*), the Project site has been partially graded with existing fill ranging from 4 to 12 feet in depth below existing grade, while undocumented fill is situated in the central and northern portions of the Project site. Geologic mapping identified most of the main development area to be underlain by

older surficial sediments (Qoa) consisting of dissected and undeformed older alluvial fan gravel and sand deposits of late Pleistocene age while the southern portion of the project site toward Rose Road is on surficial sediments (Qa) composed of unconsolidated and undissected alluvial sediments from the late Holocene with sand and clay covered by gray soil. The older surficial sediments (Qoa) were revealed to be present on the Project site from the exploratory excavations conducted by GeoTek which were defined as older alluvium consisting of dense to very dense silty sands and clayey sands extending to the maximum depth of 51.5 feet. Rock units incorporated within the higher elevations surrounding the direct proximity of the Project site are plutonic and high metamorphosized rocks and were uncovered beneath the existing fill or at the ground surface along the western and eastern edges of the project site and extended to the maximum depths accessible. (FCS, 2025c, pp. 8-9)

Results from the record searches using the University of California Museum of Paleontology (UCMP) Locality Search Online Database, the iDigBio Database, and the records search conducted by the Western Science Center identified fossil localities in the Project region. Although the UCMP Locality Search identified Pleistocene and Holocene age fossil localities, none of the localities contained a locality name or were associated with the rock units on the Project site. However, the iDigBio Database identified a concentration of 18 vertebrates and invertebrates affiliated with San Diego Natural History Museum (The Nat) that were dated from deposits within the late Pleistocene but mapped as being located on surficial sediments (Qa) from the late Holocene. Furthermore, the record search conducted by the Western Science Center identified fossil localities that yielded vertebrates northwest and southwest of the project site with surficial deposits mapped as surficial sediments (Qa) and emphasized high paleontological sensitivity within Pleistocene alluvial units. Generally, late Holocene-aged deposits are too young to contain significant paleontological resources. As such, the late Pleistocene localities identified from The Nat, along with those localities from the Western Science Center, were likely uncovered at greater depths within the older surficial sediments (Qoa), which were determined to be present beneath the artificial and undocumented fill on the Project site from the Updated Geotechnical Report. (FCS, 2025c, p. 9)

Furthermore, the Society of Vertebrate Paleontology (SVP) Standard Procedures classifies rock units based on the potential of uncovering significant paleontological resources within its Assessment of the Paleontological Potential of Rock Units. Rock units that have a high potential of containing significant paleontological resources include sedimentary formations that have provided significant paleontological resources within their geographic extent, and those sedimentary formations that are middle Holocene and older that are lithologically suitable for the preservation of fossils. As such, the older surficial deposits (Qoa) match the SVP Standard Procedures (2010) definition of having high paleontological potential, which may underlie the younger surficial sediments (Qa) on the southern portion of the Project site. In addition, the plutonic rocks, high metamorphosized rocks, the existing fill, and undocumented fill have no potential to contain significant paleontological resources. (FCS, 2025c, p. 9)

As previously mentioned, the site previously was graded in 2006. The proposed Project is expected to modify the existing building pads and street alignments, install internal utility lines, and develop multiple stormwater detention basins with proposed cuts and fills at approximately 20 feet excluding remedial grading. Therefore, any future excavations that exceed the depths of the existing or undocumented fill on the project site may encounter the older surficial sediments (Qoa) that have high paleontological potential. As such, and consistent with the conclusions reached by the TCSP MND, mitigation would be required to reduce the potential impacts on paleontological resources with respect to excavations exceeding depths of the existing and undocumented fill, or where the older surficial sediments (Qoa) are exposed at the surface. (FCS, 2025c, p. 9)

The proposed Project would be subject to compliance with TCSP MND Mitigation Measures PR-1 through PR-8, which generally requires site monitoring by a qualified paleontologist and the appropriate treatment, recordation, and storage of any paleontological resources that may be identified. Consistent with the conclusion reached by the TCSP MND, with implementation of TCSP MND Mitigation Measures PR-1 through PR-8, Project impacts to

paleontological resources would be reduced to less-than-significant levels. Therefore, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

Project Requirements and TCSP MND Mitigation Compliance

The TCSP MND did not identify any mitigation measures related to geology and soils. However, the Project would be subject to compliance with TCSP MND Mitigation Measures PR-1 through PR-8, which address potential impacts to paleontological resources and are listed below.

PR-1. A qualified paleontologist shall be retained to conduct monitoring during excavations to observe and retrieve any buried fossils that may be uncovered.

PR-2. The paleontologist and paleontological monitor shall attend any pre- grading or preconstruction meetings to explain the monitoring program to the grading contractor' s staff and to develop procedures and lines of communication to be implemented if fossil remains are uncovered by earthmoving activities, particularly when a monitor may not be on- site.

PR-3. Prior to any earthmoving on site, a vertebrate paleontologist retained by the developer and approved by the City of Hemet shall develop a storage agreement with the Los Angeles County Museum Vertebrate Paleontology Section, San Bernardino County Museum, or other acceptable museum repository to allow for permanent storage and maintenance of any fossil remains recovered in the project area as a result of the monitoring program, and for the archiving of associated specimen data and corresponding geologic and geographic site data at the museum repository.

PR-4. Paleontological monitoring of all earthmoving activities shall be conducted on a full-time basis by the monitor during exposure of sensitive strata. Earthmoving activities in portions of the project site where previously undisturbed strata will be buried, but not otherwise disturbed, shall not be monitored. The supervising paleontologist shall have the authority to reduce monitoring once it has been determined that the probability of encountering fossils has dropped below an acceptable level.

PR-5. If the monitor identifies fossil remains, earthmoving activities shall be temporarily diverted around the fossil site until the remains have been recovered. Earthmoving in the area of fossil remains shall not resume until given clearance by the paleontological monitor.

PR-6. If fossil remains are identified, approximately 2, 000 pounds of fossiliferous rock shall be recovered from the fossil site and processed to allow the recovery of smaller fossil remains. Test samples may be recovered from other sampling sites in the rock unit.

PR-7. Any recovered fossil remains shall be prepared to the point of identification, and identified to the lowest taxonomic level possible by qualified paleontologists. The remains shall be curated assigned and labeled with museum repository fossil specimen numbers and corresponding fossil site numbers, as appropriate, placed in specimen trays and, if necessary, vials with completed specimen data cards) and catalogued. Associated specimen data and corresponding geologic and geographic site data shall be archived(specimen and site numbers and corresponding data entered into appropriate museum repository catalogues and computerized data bases) at the museum repository by a laboratory technician. The remains shall be accessioned into the museum repository fossil collection, where they shall be permanently stored, maintained, and, along with associated specimens and site data, shall be made available for study by qualified scientific investigators.

PR-8. A final report of the findings of the monitoring process shall be prepared by the paleontologist for submittal to the project proponent, the City of Hemet, and the appropriate museum repository. The report shall describe the geology and stratigraphy of the parcel, summarize field and laboratory methods used, include a faunal list and an inventory of any catalogued fossil remains, evaluate the scientific importance of any specimens, and discuss the relationship of any newly recorded fossil sites on the property to other regional fossil bearing sites.

4.1.8 Greenhouse Gas Emissions

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the Project:				
a. Generate Greenhouse Gas (GHG) Emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
b. Conflict with an applicable plan, policy, or regulation adopted for purposes of reducing the emissions of GHGs?	☐	☐	☐	☒

ENVIRONMENTAL ANALYSIS

In order to evaluate the Project's potential to result in significant impacts due to Greenhouse Gas (GHG) emissions, a Project-specific technical report was prepared for the Project by Urban Crossroads. This report is titled, "Tres Cerritos Greenhouse Gas Analysis" (herein, "GHGA"), is dated July 29, 2025, and is included as MND Addendum *Technical Appendix G* (Urban Crossroads, 2025c).

a) Generate Greenhouse Gas (GHG) Emissions, either directly or indirectly, that may have a significant impact on the environment?

TCSP MND Findings: Although the TCSP MND did not address this subject because it was not a required CEQA topic at the time the MND was adopted, the TCSP MND contained enough information about projected air quality emissions associated with the TCSP that with the exercise of reasonable diligence, information about the TCSP's potential effect due to greenhouse gas (GHG) emissions was readily available to the public. See *Citizens for Responsible Equitable Environmental Development v. City of San Diego* (2011) 196 Cal.App.4th 515 where the court found the potential impact of GHGs on climate change alone did not require preparation of a supplemental EIR since such information has been available since before the original EIR had been certified.

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** Provided below is an assessment of the proposed Project's impacts due to GHG emissions, as well as a comparison of the Project's anticipated GHG emissions to the level of GHG emissions presented in the TCSP MND.

Background

Global Climate Change (GCC) is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. The majority of scientists believe that the climate shift taking

place since the Industrial Revolution is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that GCC is the result of increased concentrations of GHGs in the earth's atmosphere, including carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated gases. The majority of scientists believe that this increased rate of climate change is the result of GHGs resulting from human activity and industrialization over the past 200 years. (Urban Crossroads, 2025c, p. 7)

An individual project, like the proposed Project evaluated herein, cannot generate enough GHG emissions to affect a discernible change in global climate. However, the Project may participate in the potential for GCC by its incremental contribution of GHGs combined with the cumulative increase of all other sources of GHGs, which when taken together constitute potential influences on GCC. Because these changes may have serious environmental consequences, the analysis herein will evaluate the potential for the Project to have a significant effect upon the environment as a result of its potential contribution to the greenhouse effect. (Urban Crossroads, 2025c, p. 7)

GCC refers to the change in average meteorological conditions on the earth with respect to temperature, wind patterns, precipitation, and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO_2, N_2O, CH_4, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). These particular gases are important due to their residence time (duration they stay) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into the earth's atmosphere, but prevent radiative heat from escaping, thus warming the earth's atmosphere. GCC can occur naturally as it has in the past with the previous ice ages. (Urban Crossroads, 2025c, p. 7)

Gases that trap heat in the atmosphere are often referred to as GHGs. GHGs are released into the atmosphere by both natural and anthropogenic activity. Without the natural GHG effect, the earth's average temperature would be approximately 61 degrees Fahrenheit (°F) cooler than it is currently. The cumulative accumulation of these gases in the earth's atmosphere is considered to be the cause for the observed increase in the earth's temperature. (Urban Crossroads, 2025c, p. 7)

Refer to Section 2 of the Project's GHGA (*Technical Appendix G*) for a detailed discussion of the climate change setting, including a discussion of GHGs and their health effects, a summary of GHG emission inventories, a discussion of the effects of climate change in California, as well as a discussion of applicable international, national, State, and regional regulations and requirements addressing GHGs. (Urban Crossroads, 2025c, pp. 7-36)

Standards of Significance

The City of Hemet has not adopted its own numeric threshold of significance for determining impacts with respect to GHG emissions. A screening threshold of 3,000 Metric Tons of Carbon Dioxide Equivalent per year ($MTCO_2e/yr$) to determine if additional analysis is required is an acceptable approach for small projects. This approach is a widely accepted screening threshold used by the City of Hemet and numerous cities in the South Coast Air Basin (SCAB) and is based on the SCAQMD staff's proposed GHG screening threshold for stationary source emissions for non-industrial projects, as described in the SCAQMD's *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans* ("SCAQMD Interim GHG Threshold"). The SCAQMD Interim GHG Threshold identifies a screening threshold to determine whether additional analysis is required. As noted by the SCAQMD: (Urban Crossroads, 2025c, p. 39)

> *"…the…screening level for stationary sources is based on an emission capture rate of 90% for all new or modified projects...the policy objective of [SCAQMD's] recommended interim GHG significance threshold proposal is to achieve an emission capture rate of 90% of all new or modified stationary source projects. A GHG significance threshold based on a 90% emission capture rate may be more appropriate to address the*

> *long-term adverse impacts associated with global climate change because most projects will be required to implement GHG reduction measures. Further, a 90% emission capture rate sets the emission threshold low enough to capture a substantial fraction of future stationary source projects that will be constructed to accommodate future statewide population and economic growth, while setting the emission threshold high enough to exclude small projects that will in aggregate contribute a relatively small fraction of the cumulative statewide GHG emissions. This assertion is based on the fact that [SCAQMD] staff estimates that these GHG emissions would account for slightly less than 1% of future 2050 statewide GHG emissions target (85 [MMTCO2e/yr]). In addition, these small projects may be subject to future applicable GHG control regulations that would further reduce their overall future contribution to the statewide GHG inventory. Finally, these small sources are already subject to [Best Available Control Technology] (BACT) for criteria pollutants and are more likely to be single-permit facilities, so they are more likely to have few opportunities readily available to reduce GHG emissions from other parts of their facility."* (Urban Crossroads, 2025c, p. 39)

Thus, and based on guidance from the SCAQMD, if a non-industrial project would emit GHGs less than 3,000 $MTCO_2e$/yr, the project is not considered a substantial GHG emitter and the GHG impact is less than significant, requiring no additional analysis and no mitigation. Conversely, if a non-industrial project would emit GHGs in excess of 3,000 $MTCO_2e$/yr, then the project could be considered a substantial GHG emitter, requiring additional analysis and potential mitigation. As previously discussed, a screening threshold of 3,000 $MTCO_2e$/yr is an acceptable approach for small projects to determine if additional analysis is required and is therefore applied for this Project. (Urban Crossroads, 2025c, p. 39)

Models Employed to Analyze GHGs

The California Air Pollution Control Officers Association (CAPCOA) in conjunction with other California air districts, including SCAQMD, released CalEEMod 2022 in May 2022. CalEEMod periodically releases updates, as such the latest version available at the time of this report has been utilized in this analysis. The purpose of this model is to calculate construction-source and operational-source criteria pollutants and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used for this Project to determine GHG emissions. Output from the model runs for construction and operational activity are provided in Appendix 3.1 to the Project's GHGA (*Technical Appendix G*). CalEEMod includes GHG emissions from the following source categories: construction, area, energy, mobile, waste, water, and refrigerants. (Urban Crossroads, 2025c, p. 40)

Project-Related GHG Emissions

Construction Emissions

Project construction activities would generate CO_2 and CH_4 emissions. The Project's AQIA (*Technical Appendix B*) report contains detailed information regarding Project construction activities. As discussed in the AQIA, construction-related emissions are expected from the following activities: blasting/crushing, site preparation, grading, building construction, paving, and architectural coating. Refer also to Subsection 3.2.1 for a discussion of the construction duration and the construction equipment assumptions used in the modeling. (Urban Crossroads, 2025c, pp. 40-41)

For construction phase Project emissions, GHGs are quantified and amortized over the life of the Project. To amortize the emissions over the life of the Project, the SCAQMD recommends 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. As such, construction emissions were amortized over a 30-year period and

added to the annual operational phase GHG emissions. The amortized construction emissions are presented in Table 13, *Amortized Annual Construction Emissions*. (Urban Crossroads, 2025c, p. 42)

Table 13 Amortized Annual Construction Emissions

Year	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e[3]
2025	1,036.00	0.04	0.04	0.25	1,049.00
2026	1,007.00	0.03	0.04	0.39	1,019.00
2027	798.00	0.03	0.02	0.30	806.00
2028	796.00	0.03	0.02	0.27	804.00
2029	858.00	0.03	0.02	0.26	866.00
Total GHG Emissions	4,495.00	0.16	0.14	1.47	4,544.00
Amortized Construction Emissions	**149.83**	**5.33E-03**	**4.67E-03**	**0.05**	**151.47**

Source: CalEEMod annual construction-source emissions are presented in Appendix 3.1 to the Project's GHGA (*Technical Appendix G*).
(Urban Crossroads, 2025c, Table 3-3)

Operational Emissions

Operational activities associated with the Project would result in emissions of CO_2, CH_4, N_2O, and Refrigerant emissions from the following primary sources: mobile source emissions; area source emissions; energy source emissions; water supply, treatment, and distribution; solid waste; refrigerants. (Urban Crossroads, 2025c, p. 43)

Mobile Source Emissions

The Project related GHG emissions derive primarily from vehicle trips generated by the Project, including residential trips to and from the site associated with the proposed uses. Trip characteristics available from the Project's Traffic Analysis (MND Addendum *Technical Appendix L2*) were utilized in the analysis. (Urban Crossroads, 2025c, p. 43)

Area Source Emissions

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project. It should be noted that on October 9, 2021, Governor Gavin Newsom signed AB 1346. The bill aims to ban the sale of new gasoline-powered equipment under 25 gross horsepower (known as small off-road engines [SOREs]) by January 1, 2024, which is now effective. For purposes of analysis, the emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod. (Urban Crossroads, 2025c, p. 43)

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 CO_2 and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building; the building energy use emissions do not include street lighting. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions. Natural gas and electricity usage associated with the Project was calculated by CalEEMod using default parameters. (Urban Crossroads, 2025c, p. 43)

[3] CalEEMod reports the most common GHGs emitted which include CO_2, CH_4, N_2O, and Refrigerants. These GHGs are then converted into the CO_2e by multiplying the individual GHG by the GWP.

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 to convey, treat, and distribute water depends on the volume of water as well as the sources of the water. Unless otherwise noted, CalEEMod default parameters were used. (Urban Crossroads, 2025c, p. 44)

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. GHG emissions associated with the disposal of solid waste associated with the proposed Project were calculated by CalEEMod using default parameters. (Urban Crossroads, 2025c, p. 44)

Refrigerants

Air conditioning (A/C) and refrigeration equipment associated with the buildings are anticipated to generate GHG emissions. CalEEMod automatically generates a default A/C and refrigeration equipment inventory for each project land use subtype based on industry data from the EPA. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime and then derives average annual emissions from the lifetime estimate. Note that CalEEMod does not quantify emissions from the disposal of refrigeration and A/C equipment at the end of its lifetime. Per 17 CCR 95371, new facilities with refrigeration equipment containing more than 50 pounds of refrigerant are prohibited from utilizing refrigerants with a Global Warming Potential (GWP) of 150 or greater as of January 1, 2022. Additionally, beginning January 1, 2025, all new air conditioning equipment may not use refrigerants with a GWP of 750 or greater. GHG emissions associated with refrigerants were calculated by CalEEMod using default parameters. (Urban Crossroads, 2025c, p. 44)

Emissions Summary

As described herein in 3.1.1.g), proposed TCSPA4 includes new "Sustainable Design" requirements within TCSP Subsection C. These requirements include a prohibition on the use of natural gas, the use of Energy Star-rated appliances, the use of low-flow water fixtures, the use of electric landscape equipment, and the provision of at least 3 kWh of on-site electrical generation for all floor plans exceeding 1,700 s.f. in size and 2.1 kWh for all floor plans below 1,700 s.f. The estimated Project-related GHG emissions, inclusive of the reductions from the TCSP Sustainable Design measures, are summarized in Table 14, *Project GHG Emissions (Without Mitigation)*. Detailed operation model outputs for the Project are presented in Appendix 3.1. As shown in Table 14, construction and operation of the Project would generate approximately 2,795.82 $MTCO_2e$/yr. (Urban Crossroads, 2025c, pp. 44-45)

As previously noted, the City of Hemet has not adopted its own numeric threshold of significance for determining impacts with respect to GHG emissions. A screening threshold of 3,000 $MTCO_2e$/yr to determine if additional analysis is required is an acceptable approach for small projects. This approach is a widely accepted screening threshold used by the City of Hemet and numerous cities in the SCAB and is based on the SCAQMD staff's proposed GHG screening threshold for stationary source emissions for non-industrial projects, as described in the SCAQMD's Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans ("SCAQMD Interim GHG Threshold"). The SCAQMD Interim GHG Threshold identifies a screening threshold to determine whether additional analysis is required. (Urban Crossroads, 2025c, p. 45)

Table 14 Project GHG Emissions (Without Mitigation)

Emission Source	Emissions (MT/yr)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Annual construction-related emissions amortized over 30 years	149.83	5.33E-03	4.67E-03	0.05	151.47
Mobile Source	2,302.00	0.11	0.12	2.69	2,342.00
Area Source	11.40	<0.005	<0.005	0.00	11.50
Energy Source	384.00	0.04	0.00	0.00	386.00
Water Usage	15.00	0.31	0.01	0.00	24.80
Waste	22.00	2.20	0.00	0.00	77.00
Refrigerants	0.00	0.00	0.00	0.09	0.09
Total CO_2e (All Sources)	**2,992.86**				
Reductions from Solar	-197.04				
Total CO_2e with Solar (All Sources)	**2,795.82**				

Source: CalEEMod output, See Appendix 3.1 to the Project's GHGA (*Technical Appendix G*) for detailed model outputs. (Urban Crossroads, 2025c, Table 3-4)

The Project would result in approximately 2,795.82 $MTCO_2e$/yr; thus, the proposed Project would not exceed the SCAQMD's numeric threshold of 3,000 $MTCO_2e$/yr. Thus, the Project would result in a less-than-significant impact with respect to GHG emissions. Therefore, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND. (Urban Crossroads, 2025c, p. 45)

b) Conflict with an applicable plan, policy, or regulation adopted for purposes of reducing the emissions of GHGs?

TCSP MND Findings: Although the TCSP MND did not address this subject because it was not a required CEQA topic at the time the MND was adopted, the TCSP MND contained enough information about projected air quality emissions associated with the TCSP that with the exercise of reasonable diligence, information about the TCSP's potential effect due to greenhouse gas (GHG) emissions was readily available to the public. See *Citizens for Responsible Equitable Environmental Development v. City of San Diego* (2011) 196 Cal.App.4th 515 where the court found the potential impact of GHGs on climate change alone did not require preparation of a supplemental EIR since such information has been available since before the original EIR had been certified.

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** Pursuant to Section 15604.4 of the CEQA Guidelines, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions. As such, the Project's consistency with CARB's 2022 Scoping Plan is discussed below. It should be noted that the Project's consistency with the 2022 Scoping Plan also satisfies consistency with Assembly Bill (AB) 32 since the 2022 Scoping Plan is based on the overall targets established by AB 32 and Senate Bill (SB) 32. Consistency with the 2008 and 2017 Scoping Plan is not necessary since both of these plans have been superseded by the 2022 Scoping Plan.

2022 Scoping Plan Consistency

Included in the 2022 Scoping Plan is a set of Local Actions (Appendix D to the 2022 Scoping Plan) aimed at providing local jurisdictions with tools to reduce GHGs and assist the state in meeting the ambitious targets set forth in the 2022 Scoping Plan. Appendix D to the 2022 Scoping Plan includes a section on evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In this section, CARB identifies several recommendations and strategies that should be considered for new development in order to determine

consistency with the 2022 Scoping Plan. Notably, this section is focused on Residential and Mixed-Use Projects, in fact CARB states in Appendix D (page 4): "*…focuses primarily on climate action plans (CAPs) and local authority over new residential development. It does not address other land use types (e.g., industrial) or air permitting*." (Urban Crossroads, 2025c, p. 46)

Table 15, *Project Consistency with 2022 Scoping Plan*, summarizes the reduction actions/strategies by emissions source category to determine how the Project would be consistent with or exceed reduction actions/strategies outlined in the 2022 Scoping Plan. As shown, the Project would be consistent with all of the strategies identified. As demonstrated on Table 15, the Project would be consistent with the 2022 Scoping and would not impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The Project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan. Accordingly, the proposed Project would not conflict with an applicable plan, policy, or regulation adopted for purposes of reducing the emissions of GHGs, and impacts would be less than significant. Therefore, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND. (Urban Crossroads, 2025c, pp. 46-47)

Table 15 Project Consistency with 2022 Scoping Plan

Reduction Strategy	Project Consistency Analysis
Smart Growth/Vehicle Miles Traveled	
Reduce VMT per capita to 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045	Consistent. The Project site is currently undeveloped and would develop the underutilized land with 269 Single Family Detached Residential dwelling units and 4.15 acres of Park use. The Project is within walking and biking distance between existing commercial and residential developments. Therefore, future residents traveling from and to the proposed Project would have more access to work, educational and other destinations and would reduce VMT. As such, the Project is consistent with this strategy.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial) contributing to 6 million heat pumps installed statewide by 2030	Consistent. The Project will be constructed as an all-electric development. As such, the Project would be consistent with this strategy.
Non-Combustion Methane Emissions	
Divert 75% of organic waste from landfills by 2025	Consistent. The Project would be required to recycle and compost 75% of waste per AB 341. As such, the Project would be consistent with the strategy.

(Urban Crossroads, 2025c, pp. 46-47)

4.1.9 Hazards and Hazardous Materials

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the Project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b. 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?	☐	☐	☐	☒
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

ENVIRONMENTAL ANALYSIS

The analysis in this subsection is based in part on two site-specific technical studies prepared by Phase One, Inc. (herein, "Phase One"). The first report is titled, "Phase I Environmental Site Assessment for Jon Myhre Properties, LLC" (herein, "Phase I ESA"), is dated September 2013, and is included as MND Addendum *Technical Appendix H1* (Phase One, 2013a). The second report is titled, "Limited Phase II Environmental Site Assessment" (herein, "Phase II ESA"), is dated October 2013, and is included as MND Addendum *Technical Appendix H2* (Phase One, 2013b)

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b) 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?

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

TCSP MND Findings: No Impact. The TCSP MND found that the TCSP project would not create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The TCSP MND noted that the site was vacant, undeveloped property and was bordered on all sides by undeveloped property. A Phase I Environmental Assessment was performed by EnGen Corporation, which revealed no evidence of hazardous wastes or the presence of under or above-ground storage tanks. Research conducted at the site included a government database search, an environmental records search, and site inspection of the property. Additionally, the TCSP MND found that the land uses proposed for the site primarily consisted of single- family residential uses and open space, which the MND noted have little potential for storage of toxic substances with the exception of standard household chemicals. The MND concluded that common household chemicals would be of low concentrations and volumes that would not pose significant impacts to human health and safety. The TCSP MND concluded that no impacts would occur. (Hemet, 2005, pp. 34-35)

TCSP MND Addendum Findings: No Substantial Change from Previous Analysis. Under existing conditions, the nearest school to the Project site is the Tahquitz High School, with the existing football stadium being located approximately 0.3-mile northeast of the Project site; thus, the Project site is not located within 0.25-mile of any existing schools. Notwithstanding, the Project has the potential to result in hazardous materials-related impacts due to existing site conditions, during construction, and during long-term operation. Each is discussed below.

Existing Site Conditions

Based on the results of the Project's Phase I ESA (*Technical Appendix H1*), it was determined that the Project site does not contain any Recognized Environmental Conditions (RECs), with possible exception of the southwest corner of the site that historically was used for agricultural production (Phase One, 2013a, p. 1-1). Based on the results of the Phase I ESA, a Phase II ESA was performed to conduct soil sampling within the southwest portion of the site. The Phase II soil sampling and testing determined that there is no evidence that the on-site soils are contaminated by arsenic or organochlorinated pesticides, and concluded that the past agricultural uses on the site appear to have not impacted the site, and as such Phase One determined that no further investigation of the site is necessary. As such, and consistent with the conclusion reached by the TCSP MND, impacts due to hazards associated with existing site conditions would be less than significant.

Construction Activities

Construction activities would occur on the Project site in the same or similar manner as assumed by the TCSP MND. Heavy equipment (e.g., dozers, excavators, tractors) would be operated on the Project site during the demolition and construction phases of the Project. This heavy equipment would likely be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which is considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the Project site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the Project than would occur on any other similar construction site, and the risk of such spills during

construction would be no greater than was assumed by the TCSP MND. Construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited requirements imposed by the Environmental Protection Agency (EPA), California Department of Toxic Substances Control (DTSC), SCAQMD, and the Santa Ana RWQCB. With mandatory compliance with applicable hazardous materials regulations, the Project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase. Additionally, construction activities would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.

Operational Activities

The Project consists of a proposal to allow for future development of residential and recreational land uses. Residential uses are not associated with the transport, use, or disposal of significant quantities of hazardous materials. Household and other goods used in residential homes that contain toxic substances are usually low in concentration and small in amount; therefore, there is no significant risk to humans or the environment from the use of such household goods. Residents are required to dispose of household hazardous waste, including pesticides, batteries, old paint, solvents, used oil, antifreeze, and other chemicals, at a Household Hazardous Waste Collection Facility. Also, as of February 2006, fluorescent lamps, batteries, and mercury thermostats can no longer be disposed in the trash. Furthermore, the transport, use, and disposal of hazardous materials are fully regulated by the EPA, State, and/or the County of Riverside. With mandatory regulatory compliance, potential hazardous materials impacts associated with long-term operation of the Project would be less than significant. Long-term operation of the Project also would not result in any significant adverse effects associated with hazardous materials handling or disposal. Residential uses are not associated with the transport, use, or disposal of hazardous materials. Household goods used in residential homes that contain toxic substances are usually low in concentration and small in amount; therefore, there is no significant risk to humans or the environment from the use of such materials. Accordingly, the Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and impacts would be less than significant.

Conclusion

As noted above, and consistent with the findings of the TCSP MND, with implementation of mandatory regulatory requirements and standard conditions of approval, the Project would result in less-than-significant impacts due to the routine transport, use, or disposal of hazardous materials, and less-than-significant impacts associated with reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

TCSP MND Findings: **No Impact.** The TCSP MND found that the TCSP site is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and no impacts were identified. (Hemet, 2005, p. 35)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** Since adoption of the TCSP MND, there have been no substantial changes to the conditions of the Project site, although the Project site is regularly

disced for fire abatement purposes. Based on the results of the Project's Phase I ESA (*Technical Appendix H1*) and a review of Cortese List Data Resources available from CalEPA, which includes listings of hazardous materials sites as reported by the DTSC, the State Water Resources Control Board (SWRCB) GeoTracker database, the SWRCB list of solid waste disposal sites, and sites subject to Cease and Desist Orders (CDO) and Cleanup and Abatement Orders (CAO), the Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. This findings is consistent with the findings of the TCSP MND. Accordingly, and consistent with the conclusion reached by the TCSP MND, the proposed Project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, the Project would not create a significant hazard to the public or the environment. Impacts would be less than significant. Therefore, the proposed Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified in the TCSP MND.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

TCSP MND Findings: **No Impact.** The TCSP MND found that the TCSP site was located within two miles of the Hemet-Ryan Airport, which was the nearest airport to the Project site. The TCSP MND noted that the City of Hemet General Plan identifies the airport as a potentially hazardous use due to safety concerns associated with airports in general. Additionally, the TCSP MND found that TCSP site was partially situated within Area III of the Airport Master Plan, which is classified as an "Area of Moderate Risk." The TCSP MND noted that in Area III, the Master Plan recognized a wide range of uses, but retained discretionary authority over institutional and school uses and the storage of hazardous materials. The TCSP MND indicated that the applicant would present the project to the Riverside County Airport Land Use Commission (ALUC) to determine whether an avigation easement is required. The TCSP MND concluded that the TCSP project was consistent with the Master Plan and would not increase the safety risk for people residing or working in the project area, and as such no impacts were identified. (Hemet, 2005, p. 35)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** Consistent with the findings of the TCSP MND, the Project site is located approximately 1.3 miles north of the nearest runways at the Hemet-Ryan Airport. On February 9, 2017, the Riverside County ALUC adopted the Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP), which replaced the Airport Master Plan that was in effect at the time the TCSP MND was adopted. According to the HRALUCP, the Project site occurs within Compatibility Zone E. The ALUCP imposes no limits on residential density or development intensity within Zone E, and no open land is required to be reserved within Zone E. The only restrictions that apply within Compatibility Zone E include mandatory airspace review for objects greater than 100 feet in height, while major spectator-oriented events are discouraged beneath the principal flight paths. The Project does not include any structures exceeding 100 feet in height or uses that would attract a large number of spectators. In addition, the Project was reviewed by the Riverside County ALUC on DATE, which found that WHAT.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

TCSP MND Findings: **Less-than-Significant Impact.** The TCSP MND concluded that the City of Hemet had not formally adopted an emergency response or evacuation plan. Therefore, the TCSP MND concluded that the TCSP project would have a less-than significant impact due to a conflict with such plans. (Hemet, 2005, p. 35)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** The City of Hemet Emergency Operations Plan (EOP), adopted in 2013, establishes procedures for emergency response and evacuation within the City. The EOP provides a framework for coordinating emergency services, including law enforcement, fire protection, and public works, to ensure effective response during natural disasters, hazardous materials incidents, and other emergencies. Based on the review of the City of Hemet's 2013 Emergency Operations Plan (EOP), the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The EOP outlines protocols for emergency preparedness, response, and recovery, including evacuation procedures and coordination between agencies to ensure public safety, but does not identify any measures or procedures related to the Project or the Project site. (Hemet, 2013) Additionally, the Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. Under long-term operational conditions, the Project would be required to maintain adequate emergency access for emergency vehicles on-site as required by the City of Hemet. Furthermore, the Project Applicant does not propose nor require major roadway improvements that could interfere with traffic operations on roadways abutting the Project site; thus, the Project would not result in a substantial alteration to the design or capacity of any existing public road that would impair or interfere with the implementation of evacuation procedures. Because the Project would not interfere with an adopted emergency response or evacuation plan, and consistent with the conclusion reached by the TCSP MND, impacts would be less than significant. Therefore, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

TCSP MND Findings: **Less-than-Significant Impact with Mitigation Incorporated.** The TCSP MND concluded that the open space located along the periphery of proposed residential homes contained native vegetation that could be susceptible to wildland fires. In addition, the TCSP MND noted that the increased population in the area would increase the possibility of fires occurring from human-induced methods. In terms of fire services, the TCSP MND noted that City of Hemet Fire Station# 3 was located at 4110 W. Devonshire and was located within a five-minute response time to provide fire suppression services to the site. In addition, the TCSP MND noted that the California Department of Forestry operates fire suppression tankers at Hemet-Ryan Airport, which would be available to serve the TCSP area in response to hillside fires. Due to the availability of nearby services, the TCSP MND concluded that impacts due to wildland fire hazards would be reduced to less-than-significant levels with the implementation of Mitigation Measures H-1 and H-2, generally providing specifications for roofing materials and construction. (Hemet, 2005, p. 35)

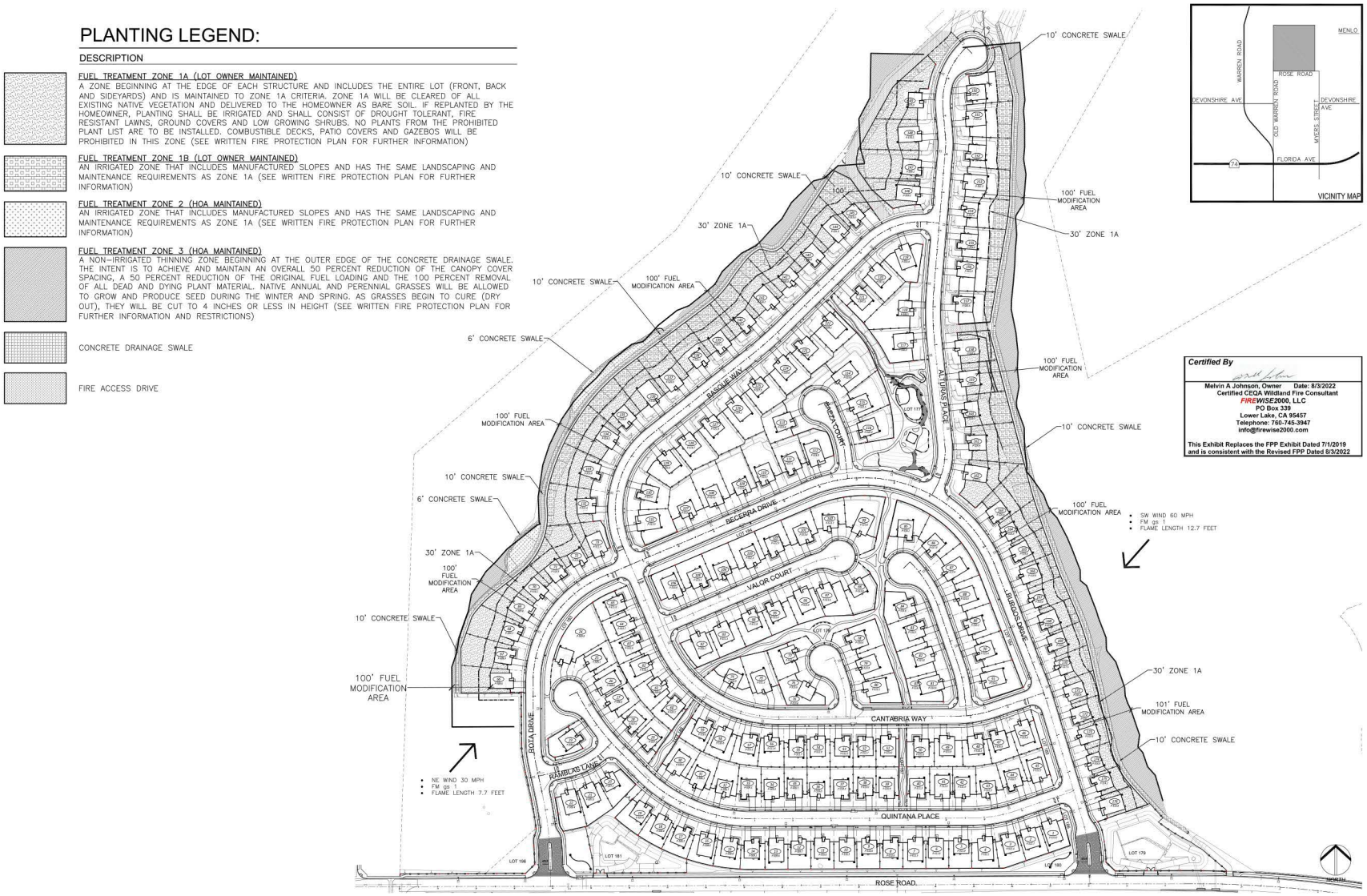
TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** In order to evaluate the Project's potential to expose people or structures to adverse effects associated with wildland fires, a site-specific technical study was prepared by Firewise 2000. This report is titled, "Fire Protection Plan TTM 31513, Tres Cerritos" (herein, "FPP"), is dated January 29, 2019, and is included as MND Addendum *Technical Appendix M*. Refer to the Project's FPP for a detailed discussion of wildland fire hazards and risk assessments. The FPP also includes an assessment of potential fire hazard conditions based upon historical weather data and existing and forecasted vegetation growth.

Consistent with the findings of the TCSP MND, all future dwelling units constructed on site would be required to be constructed with non-combustible roofing materials in order to reduce the potential for ignition from embers in the event of a wildfire. The FPP also notes that all structures would need to be constructed in a manner that avoids unscreened openings that could be a source for embers to enter a structure. The FPP also includes a Fuel Management Plan (FMP), which has been included within Subsection IV.G, *Fuel Modification Plan*, of the proposed TCSPA4, which also includes a conceptual fuel modification plan. The Project's proposed fuel modification plan is

depicted on Figure 24, *TCSP Proposed Fuel Modification Plan*. As shown on Figure 24, the Project's FMP would establish four separate fuel treatment zones, each of which are described below:

- Fuel Treatment Zone 1A (Lot Owner Maintained): Fuel Treatment Zone 1A would be 30 feet in depth, commonly referred to as the defensible space zone, and would be required to be free of all combustible construction and materials. This zone is measured from the exterior walls of the structure or from the most distal point of a combustible projection, an attached accessory structure, or an accessory structure within 10 feet of a habitable structure. It provides the best protection against the high radiant heat produced by a wildfire and a generally open area in which fire suppression forces can operate during wildfire events. This zone includes a level or level-graded area around the structure that would be cleared of all existing vegetation and sold to the new homeowners as bare soil. If replanted by the homeowner, plantings are required to be irrigated and shall consist of drought tolerant, fire resistant lawns, ground covers, and low growing shrubs. All plantings within this zone would be required to exclude all plants from the prohibited plant list that is included as Appendix A to the Project's FPP (Technical Appendix M). Combustible decks, patio covers and gazebos would be prohibited in this zone.
- Fuel Treatment Zone 1B (Lot Owner Maintained): Fuel Treatment Zone 1B would consist of an irrigated zone that includes manufactured slopes and would have the same landscaping and maintenance requirements as described above for Zone 1A.
- Fuel Treatment Zone 2 (HOA Maintained): Fuel Treatment Zone 2 would consist of an irrigated zone that includes manufactured slopes and has the same landscaping and maintenance requirements as Zone 1A.
- Fuel Treatment Zone 3 (HOA Maintained): Fuel Treatment Zone 3 is a transition area between the strict requirements of irrigated Zones 1A, 1B and 2 and the undisturbed native vegetation, and would consist of a non-irrigated thinning zone beginning at the outer edge of the concrete drainage swales proposed along the slopes at the outer edges of the proposed development. Coupled with Zones 1A, 1B, Zone 2 and the concrete swale, Fuel Treatment Zone 3 would complete the required 100 feet of treated area. Thinning zones are utilized to reduce the fuel load of a wildland area adjacent to urban projects thereby reducing the radiant and convective heat of wildland fires. The intent is to achieve and maintain an overall 50 percent reduction of the canopy cover spacing, a 50 percent reduction of the original fuel loading, and removal of all dead and dying plant material. Native annual and perennial grasses would be allowed to grow and produce seed during the winter and spring. As grasses begin to cure (dry out), they would be required to be cut to 4 inches or less in height.

The above-required Fuel Treatment Zones have been incorporated into Subsection IV.G of proposed TCSPA4. In addition, as part of the Project's conditions of approval, the City of Hemet also would require future notification of individual homeowners regarding the maintenance and landscaping requirements for Fuel Treatment Zones 1A and 1B. Mandatory compliance with the fuel management requirements specified by proposed TCSPA4, the Project's FPP, and the Project's conditions of approval would ensure that the proposed Project is developed in a manner that would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Consistent with the findings of the TCSP MND, impacts would be reduced to less-than-significant levels. Therefore, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.



Source(s): Community Works Design Group (08-08-2022)

Figure 24

Not to Scale

TCSP Proposed Fuel Modification Plan

4.1.10 Hydrology and Water Quality

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the Project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☐	☒
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c. 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: I. result in substantial erosion or siltation on or off-site; II. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; III. 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; or IV. impede or redirect flood flows?	☐	☐	☐	☒
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

ENVIRONMENTAL ANALYSIS

The analysis in this subsection is based, in part, on two Project-specific technical studies prepared by SP2 & Co. (herein, "SP2"). The first report addresses existing and proposed drainage conditions, is titled, "Preliminary Hydrology and Hydraulics Study for Tract Map No. 31513," is dated December 18, 2024, and is included as MND Addendum *Technical Appendix I1* (SP2, 2025a). The second report addresses water quality, is titled, "Project

Specific Water Quality Management Plan, Tres Cerritos West" (herein, "WQMP"), is dated December 18, 2024, and is included as MND Addendum *Technical Appendix I2* (SP2, 2025b).

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

TCSP MND Findings: **No Impact.** The TCSP MND found that the TCSP project would not violate any water quality standards or waste discharge requirements because it would conform to the Regional Water Quality Control Board's (RWQCB's) local Water Quality Control Plan that establishes water quality objectives and management policies specified by the Water Quality Control Plan for the Santa Ana River Basin (herein, "Basin Plan"). The TCSP MND noted that any activity that discharges water or wastes to surface or ground water must meet discharge requirements contained in the Basin Plan. Additionally, the TCSP MND noted that the City of Hemet would review grading and construction operations to ensure no violations of water quality standards during the construction process such that there would be no resulting impacts. Thus, the TCSP MND concluded that there would be no impacts regarding violation of any water quality standards or waste discharge requirements. (Hemet, 2005, p. 37)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** The Project consists of an implementing development within the Tres Cerritos West portion of the TCSP and would result in the buildout of the Tres Cerritos West portion of the TCSP. Consistent with the conditions that existed when TCSP MND was adopted, the California Porter-Cologne Water Quality Control Act (§ 13000 ["Water Quality"] et seq., of the California Water Code), and the Federal Water Pollution Control Act Amendment of 1972 (also referred to as the Clean Water Act [CWA]) require that comprehensive water quality control plans be developed for all waters within the State of California. The Project site is located within the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB). At the time the TCSP MND was adopted in 2005, development within the Santa Ana RWQCB region was subject to the version of RWQCB's Basin Plan that was in effect at that time. Since adoption of the TCSP MND, the RWQCB has undertaken several updates to the Basin Plan, with the most recent update having been adopted in April 2025. Although this reflects a changed condition from what was evaluated by the TCSP MND, the revisions made to the Basin Plan reflected administrative changes that did not eliminate or reduce any requirements for water quality, and therefore the changes are not substantial. The RWQCB's 2025 Basin Plan is herein incorporated by reference and is available for public review at the Santa Ana RWQCB office located at 3737 Main Street, Suite 500, Riverside, CA 92501-3348. (RWQCB, 2025)

The CWA requires all states to conduct water quality assessments of their water resources to identify water bodies that do not meet water quality standards. Water bodies that do not meet water quality standards are placed on a list of impaired waters pursuant to the requirements of Section 303(d) of the CWA. The Project site resides within the Hemet Hydrologic Area of the Santa Ana River Watershed. According to the Project's WQMP (*Technical Appendix I2*), receiving waters for the Project site include San Jacinto River Reach 4, San Jacinto River Reach 3, Canyon Lake, San Jacinto River Reach 1, and Lake Elsinore. Canyon Lake is listed on the Environmental Protection Agency (EPA) Approved 303(d) List of Impairments as being impaired by nutrients and pathogens, and Lake Elsinore is listed as being impaired by nutrients, organic compounds/oxygen demanding substances, sediment/turbidity, and unknown toxicity. The natural stream, Salt Creek, and the San Jacinto River are not listed as being impaired. San Jacinto River Reach 4, San Jacinto River Reach 3, and San Jacinto Reach 1 are not listed as being impaired. (SP2, 2025b, Table A.1)

A specific provision of the CWA applicable to the proposed Project is CWA Section 402, which authorizes the National Pollutant Discharge Elimination System (NPDES) permit program that covers point sources of pollution discharging to a water body. The NPDES program also requires operators of construction sites one acre or larger to prepare a Stormwater Pollution Prevention Plan (SWPPP) and obtain authorization to discharge stormwater under an NPDES construction stormwater permit. These requirements have not substantially changed since 2005.

Provided below is a discussion of the Project's potential to result in violations of water quality standards or waste discharge requirements during both construction and long-term operation.

Construction Impacts

Construction activities would occur on the same site and in the same or similar manner as assumed by the TCSP MND. As with the project evaluated by the TCSP MND, construction of the proposed Project would involve clearing, grading, paving, utility installation, building construction, and landscaping activities, which would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and other solvents with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction of the Project in the absence of any protective or avoidance measures.

Pursuant to the requirements of the Santa Ana RWQCB, the Riverside County Flood Control and Water Conservation District (RCFCWCD), and the City of Hemet, and consistent with the requirements that were in effect when the TCSP MND was adopted in 2005, the Project Applicant would be required to obtain a NPDES Municipal Stormwater Permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. In addition, and also consistent with the project evaluated by the TCSP MND, the Project would be required to comply with the RWQCB's Basin Plan. Compliance with the NPDES permit and the Basin Plan involves the preparation and implementation of a SWPPP for construction-related activities, and these requirements also would have applied to new development at the time the TCSP MND was adopted in 2005. The SWPPP is required to specify the Best Management Practices (BMPs) that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. As with the project evaluated in the TCSP MND, mandatory compliance with the SWPPP would ensure that the proposed Project does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, with mandatory adherence to the future required SWPPP, water quality impacts associated with construction activities would be less than significant and no mitigation measures would be required.

Operational Impacts

The TCSP MND evaluated buildout of the Project site with up to 931 dwelling units along with parks, open space, and drainage infrastructure. The Project Applicant proposes to revise the TCSP land use plan to generally increase the proposed residential density for the site, and includes site-specific development plan to implement the Tres Cerritos West portion of the TCSP, while proposed TTM 31513R1 includes a proposed drainage system that would route first flush flows towards a series of catch basins, inlets, and on-site storm drain lines, which would convey flows to one of three proposed water quality basins. Because the Project includes details regarding the proposed drainage system that were not included in the TCSP or TCSP MND, a site-specific Water Quality Management Plan (WQMP) was required for the Project in order to confirm the conclusion reached by the TCSP MND that water quality impacts would be less than significant. The Project-specific WQMP is contained in *Technical Appendix I2*.

As noted above, receiving waters for the property's drainage include San Jacinto River Reach 4, San Jacinto River Reach 3, Canyon Lake, San Jacinto River Reach 1, and Lake Elsinore. Canyon Lake is listed on the Environmental Protection Agency (EPA) Approved 303(d) List of Impairments as being impaired by nutrients and pathogens, and Lake Elsinore is listed as being impaired by nutrients, organic compounds/oxygen demanding substances, sediment/turbidity, and unknown toxicity. The natural stream, Salt Creek, and the San Jacinto River are not listed as being impaired. San Jacinto River Reach 4, San Jacinto River Reach 3, and San Jacinto Reach 1 are not listed as being impaired. (SP2, 2025b, Table A.1)

According to the Project's WQMP (*Technical Appendix I2*), the Project's pollutants of concern include bacterial indicators, nutrients, pe3sticides, sediments, trash/debris, and oil/grease (SP2, 2025b, Table E.1). To meet NPDES requirements, the Project's proposed storm drain system is designed to route first flush runoff to one of the three water quality basins proposed on site. The detention basins have been designed to detain runoff and provide water quality treatment, which would be effective in reducing pollutants of concern in runoff leaving the Project site. As such, runoff from the Project site would not contribute substantially to existing downstream impairments and the Project would not violate any water quality standards or waste discharge requirements.

Furthermore, the Project would be required to implement its WQMP, pursuant to the requirements of the applicable NPDES permit. The WQMP is a post-construction management program that ensures the on-going protection of the watershed basin by requiring structural and programmatic controls. The Project's Preliminary WQMP is included as *Technical Appendix I2*. The measures identified by the WQMP would minimize, prevent, and/or otherwise appropriately treat stormwater runoff flows before they are discharged from the site. Mandatory compliance with the WQMP would ensure that the Project does not violate any water quality standards or waste discharge requirements during long-term operation.

Conclusion

Based on the foregoing analysis, implementation of the proposed Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

TCSP MND Findings: No Impact. The TCSP MND concluded that the Eastern Municipal Water District (EMWD)would provide water service to the project site and the use of groundwater would not be required. EMWD operates two water storage tanks in immediate proximity north of the site. Because the TCSP project did not proposed any extraction of groundwater from the aquifer, the TCSP MND determined that the TCSP would not affect groundwater levels or the production rate of water wells. The TCSP MND concluded that no impacts to groundwater would occur. (Hemet, 2005, p. 37)

TCSP MND Addendum Findings: No Substantial Change from Previous Analysis. Consistent with the project evaluated in the TCSP MND, the proposed Project would be provided potable water service from EMWD, there are no groundwater wells on site under existing conditions, and no groundwater wells are proposed as part of the Project. Accordingly, and consistent with the project evaluated by the TCSP MND, the Project would not result in any direct impacts to groundwater resources due to direct groundwater extraction.

With respect to groundwater recharge, the Project Applicant proposes to develop the site in a manner generally consistent with what was assumed for the Project site by the TCSP MND, except that the proposed Project would include higher-density dwelling units and would increase the number of proposed dwelling units on site from 177 units to 269 units. As with the project evaluated in the TCSP MND, the Project would increase impervious surface coverage on the site, which would in turn reduce the amount of direct infiltration of runoff into the ground. However, all runoff generated on site and runoff that is tributary to the Project site would be conveyed to one of the three water quality/detention basins proposed on site. Following detention and water quality treatment, runoff generated on site and runoff that is tributary to the site would be conveyed to the proposed storm drain lines beneath Celeste Road where it would discharge into a drainage channel/v-ditch trough proposed on the south side of Celeste Road. While the rate of runoff would be attenuated by the proposed detention basins, the

total amount of runoff from the site would not substantially change as compared to existing conditions. Site runoff ultimately would be conveyed to natural drainage channels downstream, such as the San Jacinto River, where infiltration would continue to occur similar to existing conditions. Thus, and consistent with the findings of the TCSP MND, long-term operation of the Project would not interfere substantially with groundwater recharge, and there would be no net deficit in aquifer water volumes or groundwater table levels as a result of the Project.

Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

c) 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:

I. Result in substantial erosion or siltation on or off-site?

TCSP MND Findings: **Less-than-Significant Impact.** The TCSP MND found that the TCSP project had been designed to accommodate both on- site and off- site flows in appropriate drainage facilities such that erosion would be minimized to the extent feasible. The TCSP MND concluded that the design of the TCSP and implementation of the TCSP's drainage plan would result in less-than-significant impacts due to erosion and siltation. (Hemet, 2005, p. 37)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** Construction activities would occur on the same site in the same or similar manner as assumed by the TCSP MND, except that the site would be developed with higher-density residential uses as compared to the Approved Project. Consistent with the project evaluated by the TCSP MND, the Project's proposed grading activities would temporarily expose underlying soils to water and air, which would increase erosion susceptibility while the soils are exposed. Exposed soils would be subject to erosion during rainfall events or high winds due to the removal of stabilizing vegetation and exposure of these erodible materials to wind and water. Erosion by water would be greatest during the first rainy season after grading and before the Project's structure foundations are established and paving and landscaping occur. Erosion by wind would be highest during periods of high wind speeds when soils are exposed. Consistent with the finding of the TCSP MND, and pursuant to the requirements of the State Water Resources Control Board, the Project Applicant is required to obtain an NPDES permit for construction activities. The NPDES permit, which also was required at the time the TCSP MND was certified, is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. Additionally, and similar to the project evaluated by the TCSP MND, during grading and other construction activities involving soil exposure or the transport of earth materials, the Project would be subject to compliance with Chapter 67 (Grading, Sediment, and Erosion Control) of the Hemet Municipal Code, which establishes, in part, requirements for the control of dust and erosion during construction. As part of the requirements of Chapter 67, the Project Applicant would be required to prepare an erosion control plan that would address construction fencing, sandbags, and other erosion-control features that would be implemented during the construction phase to reduce the site's potential for soil erosion or the loss of topsoil. Requirements for the reduction of particulate matter in the air also would apply, pursuant to SCAQMD Rule 403. Consistent with the finding of the TCSP MND, mandatory compliance with the Project's NPDES permit and these regulatory requirements would ensure that erosion impacts during construction activities would be less than significant.

Consistent with the project evaluated by the TCSP MND, following construction erosion on the Project site would be minimized, as the areas disturbed during construction would be landscaped or covered with impervious surfaces. Only nominal areas of exposed soil, if any, would occur in the site's landscaped areas, including residential yards. The only potential for erosion effects to occur during Project operation would be indirect effects

from stormwater discharged from the property. However, and consistent with the project evaluated by the TCSP MND, all runoff from the Project site would be directed to proposed catch basins and storm drain lines that would convey flows towards one of the three proposed detention basins on site. Based on the analysis presented in the Project's hydrology study (*Technical Appendix I1*), post-development peak runoff following implementation of the proposed drainage system would not significantly exceed the rate of flows that occur under existing conditions and would not exceed the capacity of existing downstream drainage systems, and all flows would be routed directly into existing storm drain lines within Celeste Road, thereby precluding the potential for erosion or siltation within Project-related runoff. As such, and consistent with the conclusion of the TCSP MND, the Project would not have the potential to cause or contribute to erosion hazards downstream.

Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in The TCSP MND or increase the severity of a significant impact previously identified and analyzed in The TCSP MND.

c) 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:

II. Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?

TCSP MND Findings: **Less-than-Significant Impact.** The TCSP MND concluded that implementation of the TCSP drainage plan would ensure that appropriate drainage facilities are constructed on site such that site drainage would not result in flooding on or off site, thereby reducing potential impacts due to on- or off-site flooding to less-than-significant levels.

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** Runoff generated on site would be conveyed via catch basins and proposed storm drain lines, would be treated by the proposed detention/water quality basins, prior to being discharged into the proposed storm drain line beneath Celeste Road and into the drainage channel/v-ditch trough proposed on the south side of Celeste Road. As noted in the discussion of Threshold 4.1.10.c.I), above, following detention by the Project's proposed detention basins, peak runoff from the Project site would not exceed the rates of runoff that occur under existing conditions. In addition, the Project's on-site storm drainage system has been designed to ensure that flooding does not occur on site. As such, with implementation of the Project's proposed drainage system, the Project would have no potential to result in increased flood hazards on or off site. Impacts would be less than significant. Therefore, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

c) 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:

III. 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?

TCSP MND Findings: **Less-than-Significant Impact.** The TCSP MND found that the TCSP project would not create or contribute runoff water with high concentrations of pollutants or that would exceed the capacity of existing or planned stormwater drainage systems as the TCSP project was designed to accommodate existing flows. The TCSP MND indicated that construction operations would be required to use BMPs to ensure that stormwater runoff meets the requirements of the City of Hemet regulations. The TCSP MND concluded that impacts were anticipated to be less than significant through implementation of BMPs as required by the City. In terms of site permeability,

the TCSP MND found that the TCSP project would alter the composition of the surface of the site by adding impervious surface areas and roofs and through the irrigation of additional landscaped areas. However, the TCSP MND determined that preparation and implementation of a SWPPP would alleviate potential impacts of increased runoff, and concluded that impacts would be less than significant based on the TCSP's design and by mandatory compliance with City of Hemet policies regarding stormwater runoff. (Hemet, 2005, pp. 37-38)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** Please refer to the analysis of Threshold 4.1.10.a for a discussion of potential water quality impacts during construction and long-term operation. As indicated therein, Project impacts to water quality would be less than significant.

Runoff generated on site would be conveyed via catch basins and proposed storm drain lines, and would be treated by the proposed detention/water quality basins prior to being discharged into the proposed storm drain line beneath Celeste Road and into the drainage channel/v-ditch trough proposed on the south side of Celeste Road. As noted in the discussion of Threshold c., above, following detention by the Project's proposed detention basins, peak runoff from the Project site would not exceed the rates of runoff that occur under existing conditions. All proposed drainage facilities have been designed to accommodate peak flows from the Project site. As such, with implementation of the Project's proposed drainage system, the Project would have no potential to create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems. Therefore, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

c) 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:

IV. Impede or redirect flood flows?

TCSP MND Findings: **No Impact.** The TCSP MND found that the proposed residences would not be located within a 100-year floodplain. The TCSP MND noted that Federal Emergency Management Agency (FEMA) Flood Insurance Rate maps for the City of Hemet indicate that the southeastern portion of the site is located within Zone B, the 500 year flood plain boundary. The TCSP MND concluded that no impacts would occur.

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panel No. 06065C1470G, the project site is located within Zone X, which is defined as an area of minimal flood hazard. Zone X areas include those outside the 100-year and 500-year floodplains, or areas of shallow flooding with average depths of less than 1 foot, or with drainage areas less than 1 square mile. (FEMA, 2008) As such, and consistent with the findings of the TCSP MND, the Project has no potential to impede or redirect flood flows, and no impact would occur. Therefore, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

TCSP MND Findings: **No Impact.** Although the TCSP MND did not explicitly evaluate this threshold, the TCSP MND contained enough information that with the exercise of reasonable diligence, information about the TCSP project's potential to result in impacts due to inundation from floods, tsunamis, or seiches was readily available to the public.

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** As noted under the analysis of Threshold 4.1.10.c.IV, the Project site is not subject to inundation from flood hazards; thus, no impacts due to

flooding would occur. According to Riverside County General Plan EIR No. 521 (SCH No. 2009041065), which was prepared in conjunction with the County's 2015 General Plan Update, the Project site is located outside of areas that are subject to inundation due to dam failure (Riverside County, 2015, Figure 4.11.1). In addition, the Project site is located approximately 40 miles from the Pacific Ocean, and is therefore not subject to inundation due to tsunamis. Accordingly, and consistent with the findings of the TCSP MND, no impact would occur. Therefore, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

TCSP MND Findings: Although the TCSP MND did not explicitly evaluate this threshold, the TCSP MND contained enough information that with the exercise of reasonable diligence, information about the TCSP project's potential to result in impacts due to an obstruction of a water quality control plan or sustainable groundwater management plan was readily available to the public.

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** As discussed above under Threshold 4.1.10.a), the Project would fully comply with the Santa Ana RWQCB's Basin Plan. Compliance with the Basin Plan involves the preparation and implementation of a SWPPP for construction-related activities. The SWPPP would specify the BMPs that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern (including sediment) are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the Project site. Mandatory compliance with the SWPPP would ensure that the Project does not conflict with or obstruct implementation of a water quality control plan during construction.

Furthermore, the Project Applicant would be required to implement a WQMP, pursuant to the requirements of the applicable NPDES permit. The WQMP is a post-construction management program that ensures the on-going protection of the watershed basin by requiring structural and programmatic controls. The Project's Preliminary WQMP is included as *Technical Appendix I2*. The WQMP identifies structural controls (including the proposed eight catch basins and water quality detention basins) and operational source control measures (including marking inlets). The structural and operational source control measures would minimize, prevent, and/or otherwise appropriately treat stormwater runoff flows before they are discharged from the site. Mandatory compliance with the WQMP would ensure that the Project does not violate any water quality standards or waste discharge requirements during long-term operation.

As discussed above under Threshold 4.1.10.b, the Project would not substantially deplete groundwater supplies or interfere with groundwater recharge; thus, the Project would not conflict with or obstruct implementation of any sustainable groundwater management plan. Impacts would be less than significant.

Based on the foregoing analysis, the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

4.1.11 Land Use Planning

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the Project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

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a) Physically divide an established community?

TCSP MND Findings: No Impact. The TCSP MND found that the project would not physically divide an established community as all of the surrounding parcels of land were vacant at that time. The TCSP MND noted that the site was designated for residential use in the City of Hemet General Plan and also was zoned for residential use as part of the current specific plan, as is the surrounding community. Therefore, the TCSP MND concluded that no impacts would occur as the proposed use was consistent with present and planned future uses. (Hemet, 2005, p. 38)

TCSP MND Addendum Findings: No Substantial Change from Previous Analysis. The Project site is surrounded to the west, north, and east by the Tres Cerritos Hills and there are no existing residential uses on the Tres Cerritos Hills. Although an existing residential community abut the southwestern corner of the Project site, the Project Applicant would improve Celeste Road to include 44 feet of travel lanes along with a five-foot-wide cub-separated sidewalk within an 11-foot-wide parkway; thus, implementation of the Project would improve local access in the area, including access to and from the existing residential community to the southwest. Furthermore, there are no other residential uses immediately surrounding the Project site. Accordingly, and consistent with the findings of the TCSP MND, the Project would not physically divide an established community, and no impact would occur. Therefore, the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

b) Cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

TCSP MND Findings: No Impact. The TCSP MND noted that the TCSP site was designated as a Specific Plan Area in the City of Hemet General Plan, and was originally part of the 1,991-acre Northwest Hemet Neighborhood Planning Area. The TCSP MND indicated that the Hemet Valley Country Club Estates (HVCCE) Specific Plan, adopted in 1991, identified the site for residential and recreational uses, including a golf course. While the MND noted that the TCSP project would have replaced recreational uses with open space, it concluded that the proposed development would remain consistent with the General Plan's goal of preserving the Tres Cerritos Hills as a significant aesthetic resource. The TCSP MND also noted that the TCSP site was within two miles of Hemet-Ryan Airport, and would be subject to review and approval by the Riverside County ALUC, thereby ensuring no conflict with the ALUCP would occur. As such, the TCSP MND concluded that no impact would occur. (Hemet, 2005, p. 39)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** The Project evaluated herein consists of proposed Amendment No. 4 to the Tres Cerritos Specific Plan (TCSPA4) and Revision No. 1 to Tentative Tract Map No. 31513R1 (TTM 31513R1). With approval of the proposed TCSPA4, the proposed Project would be fully consistent with the site's land use designations and zoning classifications. In addition, although the proposed Project is located within the Airport Influence Area (AIA) for the Hemet-Ryan Airport, the proposed Project was reviewed by the Riverside County ALUC on DATE, which found that WHAT. In addition, the discussion presented under the analysis of Biological Resources Threshold 4.1.4.f), subsequent to approval of the TCSP and adoption of TCSP MND, the Project site was subject to mass grading activities and has been subject to continual discing for fire abatement purposes since that time. All MSHCP-required approvals previously were secured for the site, including an MSHCP-required Determination of Biological Equivalent or Superior Preservation (DBESP). There are no new biological resources subject to regulation by the MSHCP that were not discussed, analyzed, and mitigated for as part of the TCSP MND; thus, the Project would not conflict with any provision of the MSHCP (FCS, 2025a, p. 11). Furthermore, and as discussed under the analysis of Greenhouse Gas Emissions Threshold 4.1.8.b), the proposed Project would be fully consistent with the City of Hemet CAP. In addition, as part of their review of the Project's application materials, the City of Hemet reviewed the revisions proposed as part of TCSPA4 and TTM 31513R1, and determined that the proposed Project would be consistent with, or otherwise would not conflict with, any provision of the City of Hemet General Plan or Municipal Code. Accordingly, the Project would not cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant. Therefore, the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

4.1.12 Mineral Resources

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the Project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	☐	☐	☐	☒
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

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a) Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

TCSP MND Findings: **No Impact.** The TCSP MND indicated that while Riverside County has significant mineral deposits, the project site was within a Mineral Resource Zone (MRZ-3a), where the presence of mineral deposits is likely but their significance is undetermined. The TCSP MND noted that City of Hemet General Plan states that

no mineral deposits of statewide or regional importance exist in the area, though some minerals of local importance may be present. Since the site was designated for residential development under the General Plan and the HVCCE Specific Plan, the TCSP MND found that the TCSP project would not further reduce the availability of mineral resources. The TCSP MND concluded that no impact would occur. (Hemet, 2005, pp. 40-41)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** According to mapping information available from the California Geological Survey (CGS), and consistent with the findings of the TCSP MND, the Project site and surrounding areas are classified within Mineral Resources Zone (MRZ) 3, which includes "[a]reas containing mineral deposits the significance of which cannot be evaluated from available data" (CGS, 2014). In addition, the City of Hemet General Plan and the adopted TCSP do not identify the Project site as a locally-important mineral resource recovery site. In addition, no portion of the Project site would be designated for mineral resources production by the proposed TCSPA4. Accordingly, the Project would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State and would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. No impact would occur. Therefore, the proposed Project would not result in any new impact not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

4.1.13 Noise

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the Project:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

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In order to evaluate the proposed Project's potential to result in new or increased impacts due to noise, a site-specific technical study was prepared for the Project by Urban Crossroads. This report is titled, "Tres Cerritos Noise Impact Analysis" (herein, "NIA"), is dated August 4, 2025, and is included as MND Addendum *Technical Appendix J* (Urban Crossroads, 2025d).

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

TCSP MND Findings: No Impact. The TCSP MND noted that buildout of the site as proposed with 178 residential units would increase ambient noise levels in the local area, but the TCSP MND found that noise impacts were expected to be less than significant as traffic levels would remain low. Additionally, the TCSP MND noted that the TCSP project could result in a temporary or periodic increase in ambient noise levels in the project vicinity due to construction activities, but noted these activities would be temporary and there were no nearby residents at the time that would be affected by construction-related noise. The TCSP MND also indicated that the City's General Plan indicated that Warren Road, the nearest road in proximity to the site, would have noise levels ranging from 60.2 to 62.8 dBA CNEL at General Plan buildout, which was below the City's exterior noise standard for residential uses of 65 dBA. The TCSP MND also noted that the Approved Project represented a less-intense level of development as compared to the then-adopted Specific Plan, and concluded that the TCSP project would have no potential to generate traffic that would exceed the City's accepted residential maximum exterior noise standard of 65 dBA. (Hemet, 2005, pp. 42-43)

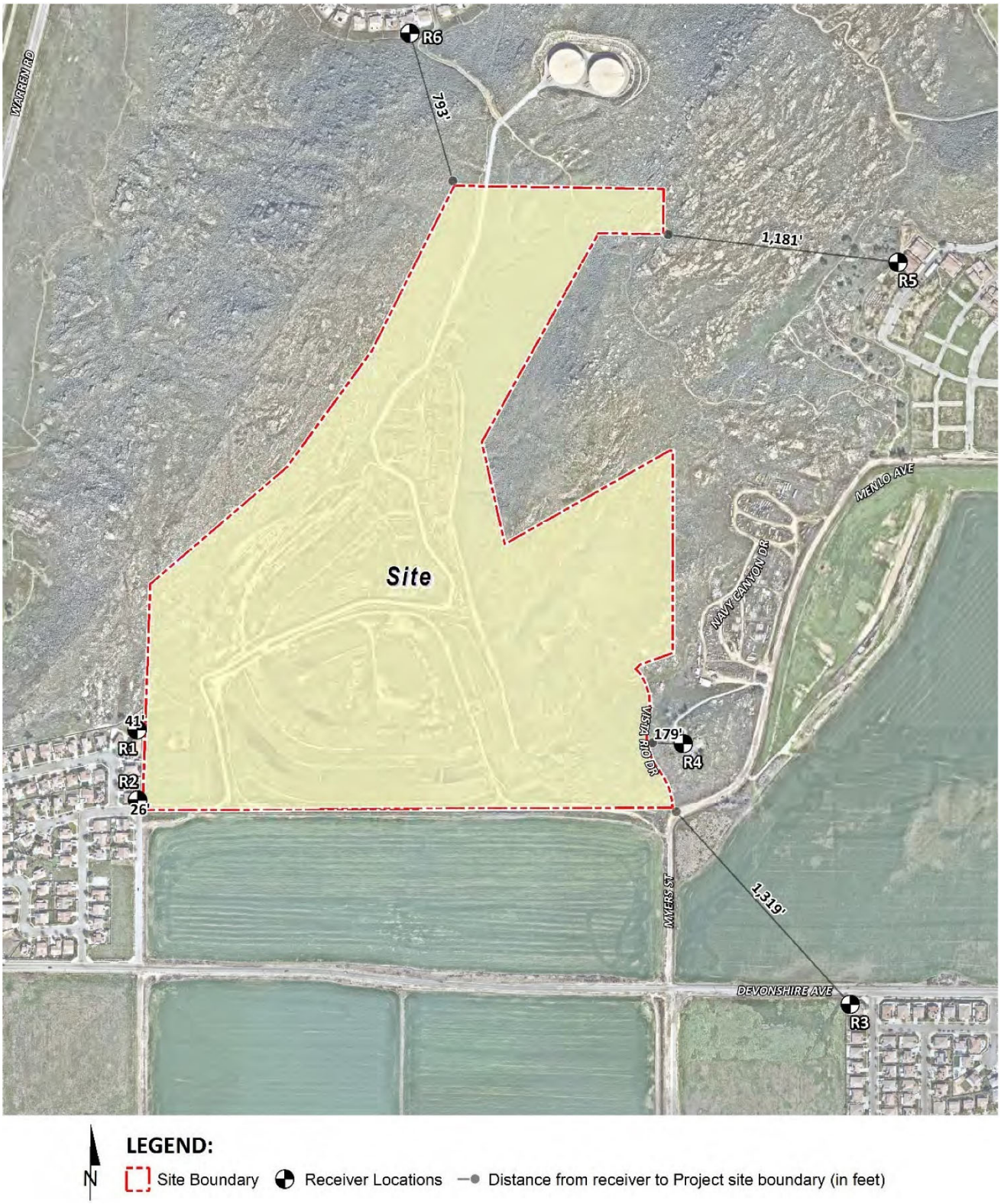
TCSP MND Addendum Findings: No Substantial Change from Previous Analysis. The Project would result in the construction of 269 dwelling units on site in addition to parks, detention basins, and open space. Consistent with the project analyzed by the TCSP MND, the proposed Project has the potential to result in noise impacts due to construction-related noise, due to long-term operational (stationary source) noise, and due to long-term traffic-related noise, each of which is discussed below. Refer to the NIA (*Technical Appendix J*) for a detailed description of noise fundamentals, applicable regulatory requirements, the existing noise environment, and the methods and procedures used to evaluate the Project's noise impacts.

A. Sensitive Receiver Locations

To describe the potential off-site Project noise levels, six receiver locations in the vicinity of the Project site were identified. The selection of receiver locations is based on Federal Highway Administration (FHWA) guidelines and is consistent with additional guidance provided by Caltrans and the Federal Transit Administration (FTA), as described in more detail in Subsection 5.2 of the Project's NIA (*Technical Appendix J*). Other sensitive land uses in the Project study area that are located at greater distances than those identified herein would experience lower noise levels than those presented in this report due to the additional attenuation from distance and the shielding of intervening structures. Distance is measured in a straight line from the project boundary to each receiver location. Sensitive receiver locations surrounding the Project site and that are included in the analysis of potential noise impacts are depicted on Figure 25, *Noise Receiver Locations*, and are described below. Refer to Table 5-1 of the Project's NIA for the noise measurements collected at each of the receptor locations described below. (Urban Crossroads, 2025d, pp. 53-54)

- Receptor R1: Location R1 represents the existing residence at 5862 Parkside Drive, approximately 41 feet west of the Project site. R1 is placed in the private outdoor living area facing the Project site. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.
- Receptor R2: Location R2 represents the existing residence at 418 Vernal Lane, approximately 26 feet west of the Project site. R2 is placed in the private outdoor living space facing the Project site. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.

Figure 25 Noise Receiver Locations



(Urban Crossroads, 2025d, Exhibit 8-A)

- Receptor R3: Location R3 represents the existing residence at 297 Appaloosa Drive, approximately 1,319 feet southeast of the Project site. Receiver R3 is placed at the building façade facing the Project site. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.
- Receptor R4: Location R4 represents the existing residence at 685 Rose Road, approximately 179 feet east of the Project site. R4 is placed in the private outdoor living space facing the Project site. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.
- Receptor R5: Location R5 represents the existing residence at 792 Dill Seed Lane, approximately 1,181 feet east of the Project site. Receiver R5 is placed at the building façade facing the Project site. A 24-hour noise measurement was taken near this location, L5, to describe the existing ambient noise environment.
- Receptor R6: Location R6 represents the existing residence at 5423 Viewstone Court, approximately 795 feet north of the Project site. Receiver R6 is placed at the building façade facing the Project site. A 24-hour noise measurement was taken near this location, L6, to describe the existing ambient noise environment.

B. Noise Significance Criteria

In evaluating noise level increases under CEQA, consideration must be given to the magnitude of the increase, the existing baseline ambient noise levels, and the location of receivers to determine if a noise increase represents a significant adverse environmental impact. This approach recognizes that there is no single noise increase that renders the noise impact significant. This is primarily because of the wide variation in individual thresholds of annoyance and differing individual experiences with noise. In general, the more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will typically be judged. Thus, an important way of determining a person's subjective reaction to a new noise is the comparison of it to the existing environment to which one has adapted – the so-called ambient environment. The ambient noise level is the composite of noise from all sources, excluding the alleged offensive noise. In this context, it represents the normal or existing level of environmental noise at a given location for a specified time of day or night. Table 16, *Significance Criteria Summary*, provides a summary of the noise significance criteria used for evaluation herein, which also are described below. (Urban Crossroads, 2025d, p. 21)

Construction Noise Significance Criteria

In addition to absolute noise limits, the temporary noise level increases over the existing ambient conditions must be considered. Recent court cases have also placed an emphasis on the increase as opposed to the noise level limit. However, limits and acceptable increases are not unrelated since, often, the noise level limits can subtly include the increase limit. (Urban Crossroads, 2025d, p. 23)

While specific noise ordinances can vary widely, many jurisdictions across California set construction noise level limits around 75 to 80 dBA Leq and only allow construction during daytime hours (e.g., City and County of Los Angeles, City and County of San Diego, City and County of San Francisco, etc.) In contrast, everyday noise limits are stricter because they apply to continuous, long-term activities where excessive noise can greatly affect the quality of life over time. Thus, for everyday noise limits, many jurisdictions across California set residential daytime noise level limits around 55 dBA Leq during daytime hours. This implies that during daytime hours, many California communities consider an increase of 20 dBA over the daytime limit an acceptable temporary increase for construction activities. This is also illustrated in the adoption of many CEQA documents statewide that use an 80 dBA Leq limit for assessing construction impacts while using everyday noise level limits of local noise ordinances in assessing on-site operational impacts. (Urban Crossroads, 2025d, p. 23)

Table 16 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	
On-Site Traffic	Residential[3]	Exterior Noise Threshold	65 dBA CNEL	
		Interior Noise Threshold	45 dBA CNEL	
Operational	Noise-Sensitive	Residential Exterior Noise Level[4]	60 dBA L_{eq}	45 dBA L_{eq}
		If ambient is < 60 dBA Leq[1]	≥ 5 dBA L_{eq} Project increase	
		If ambient is 60 - 65 dBA Leq[1]	≥ 3 dBA L_{eq} Project increase	
		If ambient is > 65 dBA Leq[1]	≥ 1.5 dBA L_{eq} Project increase	
Construction	Noise-Sensitive	Noise Level Threshold[5]	80 dBA L_{eq}	70 dBA L_{eq}
		Noise Level increase	20 dBA L_{eq}	
		Vibration Level Threshold[6]	0.3 PPV (in/sec)	

[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 6.3.
[4] City of Hemet General Plan Public Safety Element, Table 6.5.
[5] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual.
[6] 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.
(Urban Crossroads, 2025d, Table 4-1)

However, since an increase of 20 dBA could result in noise levels over 85 dBA Leq, which the California Occupational Safety and Health Administration (CalOSHA) identifies as a potentially hazardous noise level, the increase should not be allowed to result in an absolute noise level greater than 80 dBA Leq at any residence, which is consistent with the Federal Transit Administration (FTA) recommendations. Therefore, if the Project-related construction noise levels generate a temporary noise level increase over the existing daytime ambient noise levels in excess of 20 dBA Leq and exceed 80 dBA Leq, then the Project construction noise level increases would be considered a significant impact. (Urban Crossroads, 2025d, p. 23)

Transportation Noise Significance Criteria

The Federal Interagency Committee on Noise (FICON) developed guidance to be used for the assessment of project-generated increases in noise levels that consider the ambient noise level. The FICON recommendations are based on studies that relate aircraft noise levels to the percentage of persons highly annoyed by aircraft noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, these recommendations are often used in environmental noise impact assessments involving the use of cumulative noise exposure metrics, such as the average-daily noise level (CNEL) and equivalent continuous noise level (Leq). (Urban Crossroads, 2025d, p. 21)

The approach used herein recognizes that there is no single noise increase that renders a noise impact significant, based on a 2008 California Court of Appeal ruling on *Gray v. County of Madera*. For example, if the ambient noise environment is quiet (<60 dBA) and the new noise source greatly increases the noise levels, an impact may occur if the noise criteria may be exceeded. Therefore, for this analysis, a readily perceptible 5 dBA or greater project-related noise level increase is considered a significant impact when the without project noise levels are below 60

dBA. Per the FICON, in areas where the without project noise levels range from 60 to 65 dBA, a 3 dBA barely perceptible noise level increase appears to be appropriate for most people. When the without project noise levels already exceed 65 dBA, any increase in community noise louder than 1.5 dBA or greater is considered a significant impact if the noise criteria for a given land use is exceeded, since it likely contributes to an existing noise exposure exceedance. (Urban Crossroads, 2025d, pp. 21-22)

The FICON guidance provides an established source of criteria to assess the impacts of substantial permanent increase in baseline ambient noise levels. Based on the FICON criteria, the amount to which a given noise level increase is considered acceptable is reduced when the without Project (baseline) noise levels are already shown to exceed certain land-use specific exterior noise level criteria. The specific levels are based on typical responses to noise level increases of 5 dBA or readily perceptible, 3 dBA or barely perceptible, and 1.5 dBA depending on the underlying without Project noise levels for noise-sensitive uses. These levels of increases and their perceived acceptance at noise sensitive receiver locations are consistent with guidance provided by both the Federal Highway Administration and Caltrans. (Urban Crossroads, 2025d, p. 22)

The City of Hemet General Plan Noise Element was used to establish the satisfactory noise levels of significance for non-noise-sensitive land uses in the Project study area. As shown in Exhibit 3-A of the Project's NIA (*Technical Appendix J*), the completely compatible exterior noise level for non-noise-sensitive land uses 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. When the without Project noise levels are greater than the completely compatible 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 FICON noise level increase thresholds for noise-sensitive land uses but instead rely on the City of Hemet General Plan Noise Element, Noise Compatibility by Land Use Type completely compatible 70 dBA CNEL exterior noise level criteria. (Urban Crossroads, 2025d, p. 22)

Stationary Source Operational Noise Significance Criteria

The FICON criteria also are used to determine if Project-related stationary source (operational) noise level increases are significant at off-site receiver locations. For non-transportation noise source activities, a substantial permanent noise level increase consists of increases of 5 dBA or readily perceptible, 3 dBA or barely perceptible, and 1.5 dBA depending on the underlying ambient noise levels. (Urban Crossroads, 2025d, p. 22)

C. Construction-Related Noise Impacts

Consistent with the findings of the TCSP MND, the Project has the potential to cause temporary or periodic increases to ambient noise levels during construction activities. Construction characteristics would not be substantially different from what was evaluated and disclosed by the TCSP MND, as the TCSP MND anticipated development of the Project site with residential and recreational uses and in the same general locations as the residential and recreational uses proposed as part of the Project. The Project's NIA *(Technical Appendix J)* includes an assessment of potential noise impacts that could affect sensitive receptors during construction activities associated with the Project evaluated herein. The results of the analysis are presented below. (Urban Crossroads, 2025d)

General Construction Noise Analysis

Construction projects involve various stages, and activities frequently shift from one location to another. For example, during site clearing and grading, noise-generating activities may concentrate in an area for a short period to remove an obstruction, while the majority of the grading involves the equipment moving back and forth in a

predictable pattern throughout the site; building construction and foundation work generally concentrate near the building footprint, while paving generally involves a predictable pattern of movement throughout the site. Therefore, construction activities are best evaluated as multiple moving point sources within the construction area since the speed and power of the equipment vary, and the equipment constantly changes position in terms of its distance and direction relative to the receivers. (Urban Crossroads, 2025d, p. 65)

Using the reference construction equipment noise levels and the CadnaA noise prediction model, calculations of the Project construction noise level impacts by phase at the nearby sensitive receiver locations were completed. To account for the dynamic nature of construction activities, the CadnaA construction noise analysis evaluates the noise source activities as multiple moving point sources, or construction crews, within the limits of construction. Construction impacts are based on the loudest activity and the highest noise level calculated at each receiver location. As shown in Table 17, *Construction Equipment Noise Level Summary*, the construction noise levels are expected to range from 38.4 to 61.6 dBA Leq, and the highest construction levels are expected to range from 46.5 to 61.6 dBA Leq at the nearby receiver locations. Appendix 11.1 to the Project's NIA (*Technical Appendix J*) includes the detailed CadnaA construction noise model inputs. (Urban Crossroads, 2025d, pp. 65-66)

Table 17 Construction Equipment Noise Level Summary

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels[2]
R1	59.2	58.5	55.8	53.1	51.4	59.2
R2	58.6	57.9	55.2	52.5	50.8	58.6
R3	47.1	46.4	43.7	41.0	39.3	47.1
R4	56.2	55.5	52.8	50.1	48.4	56.2
R5	47.9	47.2	44.5	41.8	40.1	47.9
R6	49.4	48.7	46.0	43.3	41.6	49.4

[1] Construction noise source and receiver locations are shown in Exhibit 11-A of the Project's NIA (*Technical Appendix J*).
[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. CadnaA construction noise model inputs are included in Appendix 11.1 to the Project's NIA.
(Urban Crossroads, 2025d, Table 11-2)

Rock Crushing Noise Level Analysis

Rock crushing is a process that reduces the size of large rocks into smaller pieces, like gravel or sand. This is achieved through the use of machinery that applies force to the rocks, causing them to break. The process generally includes a series of crushers. (Urban Crossroads, 2025d, p. 66)

- Primary Crushers: Reduce the large rocks to a manageable size (e.g., 4-6 inches). Common types include jaw, gyratory, and impact crushers.
- Secondary Crushers: Further reduce the rock, often into sand-sized particles. Examples include cone crushers, roll crushers, and hammer mills.
- Tertiary/Quaternary Crushers: Fine-tune the size and shape to produce the desired marketable product. Vertical shaft impactors (VSIs) and other specialized machines are used at this stage.

Screening is conducted between the crushing stages and after final crushing, screens separate the crushed material into different sizes. Conveyors generally move the material between the screening and crushers. (Urban Crossroads, 2025d, p. 66)

Using the reference construction equipment noise levels and the CadnaA noise prediction model, calculations of the Project rock crushing noise level impacts at the nearby sensitive receiver locations were completed. Unlike general construction, while rock crushing involves dynamic movement of construction equipment, rock crushing is limited to a smaller location. The CadnaA construction noise analysis evaluates the noise source activities as multiple moving point sources, or pieces of equipment, within the limits of the rock crushing. Rock crushing impacts are calculated at each receiver location. As shown in Table 18, *Rock Crushing Noise Level Summary*, the rock crushing noise levels are expected to range from 52.9 to 59.6 dBA Leq. (Urban Crossroads, 2025d, pp. 66-67)

Table 18 Rock Crushing Noise Level Summary

Receiver Location[1]	Distance to Rock Crushing (Feet)[2]	Rock Crushing Noise Levels (dBA Lmax)	Highest Noise Levels[2] (dBA Lmax)
R1	1,614 '	89.80	59.62
R2	1,877 '	89.80	58.31
R3	3,494 '	89.80	52.91
R4	2,001 '	89.80	57.75
R5	2,740 '	89.80	55.02
R6	2,014 '	89.80	57.70

[1] Construction noise source and receiver locations are shown in Exhibit 11-B of the Project's NIA (*Technical Appendix J*).
[2] Construction noise level calculations based on distance from the rock crushing activity, which is measured from the Project site boundary to the nearest receiver locations.
(Urban Crossroads, 2025d, Table 11-3)

Construction Noise Level Compliance

To evaluate whether the Project will generate potentially significant short-term noise levels at the nearest receiver locations, the City of Hemet has identified a construction-related daytime noise level threshold of 80 dBA Leq to assess the daytime construction noise level impacts. The construction noise analysis shows that the nearest receiver locations would be below the daytime 80 dBA Leq significance threshold during Project construction activities, as shown in Table 19, *Construction Noise Level Compliance*. Therefore, the noise impacts due to Project construction noise would be less than significant. (Urban Crossroads, 2025d, p. 67)

Table 19 Construction Noise Level Compliance

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})		
	Highest Construction Noise Levels[2]	Threshold[3]	Threshold Exceeded?[4]
R1	63.4	80	No
R2	62.9	80	No
R3	52.9	80	No
R4	57.8	80	No
R5	55.0	80	No
R6	57.7	80	No

[1] Construction noise source and receiver locations are shown in Exhibit 11-A of the Project's NIA (*Technical Appendix J*).
[2] Highest construction noise level calculations based on distance from the construction noise source activity to the nearest receiver locations, as shown in Table 17.
[3] Construction noise level thresholds as shown in Table 16.
[4] Do the estimated Project construction noise levels exceed the construction noise level threshold?
(Urban Crossroads, 2025d)

To describe the temporary Project construction noise level contributions to the existing ambient noise environment, the Project construction noise levels were combined with the existing ambient noise level measurements at the nearest off-site receiver locations. The difference between the combined Project-construction and ambient noise levels is used to describe the construction noise level contributions. Temporary noise level increases that would be experienced at sensitive receiver locations when Project construction-source noise is added to the ambient daytime conditions are presented in Table 20, *Daytime Construction Noise Level Increases*. A temporary noise level increase of 20 dBA is considered a potentially significant impact. As indicated in Table 20, the Project would contribute construction noise level increases ranging from 0.8 to 6.7 dBA Leq during the daytime hours at the nearest receiver locations. The unmitigated construction noise analysis shows that the nearest receiver locations would not be exposed to noise levels exceeding the Caltrans substantial 20 dBA Leq noise level increase significance threshold during Project construction activities. The temporary construction noise level increase analysis shows that the noise impacts due to Project construction noise are considered less than significant. (Urban Crossroads, 2025d, p. 68)

Table 20 Daytime Construction Noise Level Increases

Receiver Location[1]	Total Project Construction Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Project Increase[6]	Increase Criteria	Increase Criteria Exceeded?
R1	63.4	L1	59.6	64.9	5.3	20	No
R2	62.9	L2	57.2	63.9	6.7	20	No
R3	52.9	L3	60.1	60.9	0.8	20	No
R4	57.8	L4	54.0	59.3	5.3	20	No
R5	55.0	L5	52.7	57.0	4.3	20	No
R6	57.7	L6	58.9	61.4	2.5	20	No

[1] Construction noise source and receiver locations are shown in Exhibit 11-A of the Project's NIA (*Technical Appendix J*).
[2] Total Project daytime construction noise levels as shown in Table 17.
[3] Reference noise level measurement locations as shown in Exhibit 5-A of the Project's NIA.
[4] Observed daytime ambient noise levels as shown in Table 5-1 of the Project's NIA.
[5] Represents the combined ambient conditions plus the Project construction activities.
[6] The noise level increase expected with the addition of the Project construction activities.
(Urban Crossroads, 2025d, Table 11-5)

Construction-Related Blasting Noise Impacts

To evaluate the potential noise levels from blasting activities during Project construction, the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) reference noise level of 94.1 dBA Lmax is used at a reference distance of 50 feet. Each blast represents a point source of noise that attenuates at a rate of 6 dB for each doubling of distance from the source. (Urban Crossroads, 2025d, p. 71)

The closest residential homes to the Project construction area are represented by receiver location R1 at a distance of 485 feet. With the distance attenuation from the closest blasting activities, the unmitigated noise levels at nearby receiver locations would range from 57.1 to 74.4 dBA Lmax based on the RCNM reference noise level, as shown in Table 21, *Blasting Construction Noise Levels*. However, since the type of blasting techniques planned within the Project site were unknown at the time of this analysis, the noise levels presented at the nearby sensitive receiver locations represent the worst-case conditions based on the RCNM reference noise level. (Urban Crossroads, 2025d, p. 71)

Table 21 Blasting Construction Noise Levels

Receiver Location[1]	Distance to Blasting (Feet)[2]	Blasting Noise Levels (dBA Lmax)	Highest Levels[2] (dBA Lmax)
R1	485 '	94.1	74.4
R2	808 '	94.1	69.9
R3	3,558 '	94.1	57.1
R4	2,001 '	94.1	62.1
R5	2,911 '	94.1	58.8
R6	2,120 '	94.1	61.5

[1] Construction noise source and receiver locations are shown in Exhibit 11-C of the Project's NIA (*Technical Appendix J*).
[2] Construction noise level calculations based on distance from the blasting activity, which is measured from the Project site boundary to the nearest receiver locations.
(Urban Crossroads, 2025d, Table 11-8)

The City of Hemet General Plan and Municipal Code of Ordinances do not identify specific construction noise level limits for blasting activities. Therefore, the OSMRE and CFR lowest maximum Airblast Limit (30 CFR 816.67(b)) of 129 dBA Lmax at nearby sensitive uses is used in this analysis. Based on the reference blasting noise level, the closest residential receiver would experience noise levels approaching 74.3 dBA Lmax over the course of the blast, which will likely occur for only a few seconds. While some blasting noise may be noticeable by nearby residents, the single-event, temporary noise levels generated by the blast will not exceed the OSMRE and the CFR standards for airblasts. Therefore, the noise levels due to blasting activities will result in a less than significant noise impact. (Urban Crossroads, 2025d, pp. 71-72)

D. Stationary Source Operational Noise Impacts

To estimate the Project operational noise impacts, reference noise level measurements were collected from similar types of activities or manufactures specifications to represent the noise levels expected with the development of the Project. For the proposed Project, the only potential source of stationary long-term operational noise would be from air conditioning units anticipated to be installed on each dwelling unit. The reference noise level for the anticipated roof-top air conditioning units is presented in Table 10-1 of the Project's NIA (*Technical Appendix J*) and is discussed in NIA subsection 10.2.1. It is important to note that the projected noise levels assume the reasonable worst-case noise environment with the typical noise sources operating at the same time. These sources of noise activity would likely vary throughout the day. (Urban Crossroads, 2025d, p. 55)

Project Operational Noise Levels

Using the reference noise levels to represent the Project operations that include ground mounted air conditioning units, Urban Crossroads calculated the operational source noise levels that are expected to be generated at the Project site and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations. Table 22, *Daytime Project Operational Noise Levels*, shows the Project operational noise levels during the daytime hours of 7:00 a.m. to 10:00 p.m. The daytime hourly noise levels at the off-site receiver are expected to range from 26.0 to 36.7 dBA Leq. (Urban Crossroads, 2025d, pp. 57-58)

Table 22 Daytime Project Operational Noise Levels

Noise Source[1]	Operational Noise Levels by Receiver Location (dBA Leq)					
	R1	R2	R3	R4	R5	R6
Roof-Top Air Conditioning Units	36.7	35.5	27.2	33.5	26.0	26.8
Total (All Noise Sources)	**36.7**	**35.5**	**27.2**	**33.5**	**26.0**	**26.8**

[1] See Exhibit 10-A of the Project's NIA (*Technical Appendix J*) for the noise source locations. CadnaA noise model calculations are included in Appendix 10.1 to the Project's NIA.

(Urban Crossroads, 2025d, Table 10-2)

Table 23, *Nighttime Project Operational Noise Levels*, shows the Project operational noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. The nighttime hourly noise levels at the off-site receiver locations are expected to range from 23.2 to 33.9 dBA Leq. The minor differences between the daytime and nighttime noise levels are largely related to the estimated duration of noise activity, as outlined in Table 10-1 and Appendix 10.1 of the Project's NIA (*Technical Appendix J*). (Urban Crossroads, 2025d, p. 58)

Table 23 Nighttime Project Operational Noise Levels

Noise Source[1]	Operational Noise Levels by Receiver Location (dBA Leq)					
	R1	R2	R3	R4	R5	R6
Roof-Top Air Conditioning Units	33.9	32.8	24.5	30.7	23.2	24.1
Total (All Noise Sources)	**33.9**	**32.8**	**24.5**	**30.7**	**23.2**	**24.1**

[1] See Exhibit 10-A of the Project's NIA (*Technical Appendix J*) for the noise source locations. CadnaA noise model calculations are included in Appendix 10.1 to the Project's NIA.

(Urban Crossroads, 2025d, Table 10-3)

Project Operational Noise Level Compliance

To demonstrate compliance with local noise regulations, the Project-only operational noise levels are evaluated against exterior noise level thresholds based on the City of Hemet exterior noise level standards at nearby noise-sensitive receiver locations. Table 24, *Operational Noise Level Compliance*, shows the operational noise levels associated with the Project would not exceed the applicable City of Hemet 60 dBA Leq daytime and 45 dBA Leq nighttime exterior noise level standards. Therefore, the operational noise impacts would be less than significant at the nearby noise-sensitive receiver locations. (Urban Crossroads, 2025d, p. 58)

Project Operational Noise Level Increases

To describe the Project operational noise level increases, the Project operational noise levels are combined with the existing ambient noise levels measurements for the nearby receiver locations that may be potentially impacted by Project operational noise sources. Since the units used to measure noise, decibels (dB), are logarithmic units, the Project-operational and existing ambient noise levels cannot be combined using standard arithmetic equations. Instead, they must be logarithmically added using the equation described in Subsection 10.6 of the Project's NIA (*Technical Appendix J*). (Urban Crossroads, 2025d, p. 59)

The difference between the combined Project and ambient noise levels describes the Project noise level increases to the existing ambient noise environment. Noise levels that would be experienced at receiver locations when Project-source noise is added to the daytime and nighttime ambient conditions are presented in Table 25, *Daytime Project Operational Noise Level Increases*, and Table 26, *Nighttime Project Operational Noise Level Increases*, respectively. As indicated in Table 25, the Project would generate a daytime operational noise level increase ranging from less than 0.0 to 0.4 dBA Leq at the nearest receiver locations. Table 26 shows that the Project would generate a nighttime operational noise level increase ranging from 0.0 to 0.2 dBA Leq at the nearest receiver

Table 24 Operational Noise Level Compliance

Receiver Location[1]	Project Operational Noise Levels (dBA Leq)[2]		Noise Level Standards (dBA Leq)[3]		Noise Level Standards Exceeded?[4]	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	36.7	33.9	60	45	No	No
R2	35.5	32.8	60	45	No	No
R3	27.2	24.5	60	45	No	No
R4	33.5	30.7	60	45	No	No
R5	26.0	23.2	60	45	No	No
R6	26.8	24.1	60	45	No	No

[1] See Figure 25 for the receiver locations.
[2] Project unmitigated operational noise levels as shown in Table 22 and Table 23.
[3] Exterior noise level standards, as shown in Table 16.
[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.

(Urban Crossroads, 2025d, Table 10-4)

Table 25 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	33.9	L1	59.6	59.6	0.0	5.0	No
R2	32.8	L2	57.2	57.2	0.0	5.0	No
R3	24.5	L3	60.1	60.1	0.0	5.0	No
R4	30.7	L4	54.0	54.0	0.0	5.0	No
R5	23.2	L5	52.7	52.7	0.0	5.0	No
R6	24.1	L6	58.9	58.9	0.0	5.0	No

[1] See Figure 25 for the receiver locations.
[2] Total Project daytime operational noise levels as shown in Table 22.
[3] Reference noise level measurement locations as shown in Exhibit 5-A of the Project's NIA (*Technical Appendix J*).
[4] Observed daytime ambient noise levels as shown in Table 5-1 of the Project's NIA.
[5] Represents the combined ambient conditions plus the Project activities.
[6] The noise level increase expected with the addition of the Project activities.
[7] Significance increase criteria as shown in Table 16.

(Urban Crossroads, 2025d, Table 10-5)

Table 26 Nighttime 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	33.9	L1	44.6	45.0	0.4	5.0	No
R2	32.8	L2	47.0	47.2	0.2	5.0	No
R3	24.5	L3	55.4	55.4	0.0	5.0	No
R4	30.7	L4	48.8	48.9	0.1	5.0	No
R5	23.2	L5	42.8	42.8	0.0	5.0	No
R6	24.1	L6	42.6	42.7	0.1	5.0	No

[1] See Figure 25 for the receiver locations.
[2] Total Project daytime operational noise levels as shown in Table 23.
[3] Reference noise level measurement locations as shown in Exhibit 5-A of the Project's NIA (*Technical Appendix J*).
[4] Observed nighttime ambient noise levels as shown in Table 5-1 of the Project's NIA.
[5] Represents the combined ambient conditions plus the Project activities.
[6] The noise level increase expected with the addition of the Project activities.
[7] Significance increase criteria as shown in Table 16.

(Urban Crossroads, 2025d, Table 10-6)

locations. Project-related operational noise level increases would not exceed the operational noise level increase significance criteria presented in Table 16, and, therefore, the increases at the sensitive receiver locations would be less than significant. (Urban Crossroads, 2025d, p. 59)

E. Off-Site Traffic Noise Analysis

To assess the off-site transportation CNEL noise level impacts associated with development of the Project, noise contours were developed based on the Project's Traffic Analysis (herein, "TA"; included as *Technical Appendix L2*). Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway. Refer to Subsection 7.1 of the Project's NIA (*Technical Appendix J*) for a discussion of traffic noise contours. (Urban Crossroads, 2025d, p. 29)

Existing Plus Project Traffic Noise Level Increases

An analysis of existing traffic noise levels plus traffic noise generated by the Project has been included herein for informational purposes and to fully analyze all the existing traffic scenarios identified in the Project's TA (*Technical Appendix L2*). However, the analysis of existing off-site traffic noise levels plus traffic noise generated by the Project scenario would not actually occur since the Project will not be fully constructed and operational until the Year 2025. Table 7-1 of the Project's NIA (*Technical Appendix J*) shows the Existing without Project conditions CNEL noise levels. The Existing without Project exterior noise levels range from 52.3 to 84.4 dBA CNEL without accounting for any noise attenuation features such as noise barriers or topography. Table 7-2 of the Project's NIA shows the Existing with Project conditions ranging from 64.8 to 84.5 dBA CNEL. Table 27, *Existing With Project Traffic Noise Level Increases*, shows that the Project off-site traffic noise level increases would range from less than 0.1 to 16.2 dBA CNEL on the study area roadway segments. Based on the significance criteria for off-site traffic noise presented in Table 16, one of the study area roadway segments, Old Warren Road north of Devonshire Avenue (Segment #22), is shown to experience significant off-site traffic noise level increases due to the Project traffic volumes. All other roadway segments would experience less than significant noise level increases due to the Project traffic increases. However, as noted above this scenario is presented for informational purposes only, and as such no significant impacts is identified for Existing with Project conditions. (Urban Crossroads, 2025d, p. 42)

Existing Plus Ambient Growth (2029) Plus Project Traffic Noise Level Increases

Table 7-3 of the Project's NIA (*Technical Appendix J*) presents the Existing Plus Ambient Growth (EA) without Project conditions CNEL noise levels. The EA without Project exterior noise levels would range from 52.7 to 84.8 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-4 of the Project's NIA (*Technical Appendix J*) shows that the EA with Project conditions would range from 64.8 to 84.9 dBA CNEL. Table 28, *Existing Plus Ambient Growth With Project Traffic Noise Level Increases*, shows that the Project off-site traffic noise level increases range from less than 0.1 to 15.8 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 16, one study area roadway segment, Old Warren Road north of Devonshire Avenue (Segment #22), is shown to experience significant off-site traffic noise level increases due to the Project traffic volumes. All other roadway segments would experience less than significant noise level increases due to the Project traffic increases. (Urban Crossroads, 2025d, p. 42)

Table 27 Existing With Project Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]			Incremental Noise Level Increase Threshold[3]	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Florida Ave. (SR-74)	w/o Winchester Rd. (SR-79)	Residential	82.4	82.5	0.1	1.5	No
2	Florida Ave. (SR-74)	e/o Winchester Rd. (SR-79)	Residential	84.4	84.5	0.1	1.5	No
3	Florida Ave. (SR-74)	e/o Four Seasons Blvd.	Residential	83.6	83.7	0.1	1.5	No
4	Florida Ave. (SR-74)	e/o California Ave.	Residential	82.4	82.5	0.1	1.5	No
5	Florida Ave. (SR-74)	e/o Warren Rd.	Residential	82.4	82.5	0.1	1.5	No
6	Florida Ave. (SR-74)	e/o Myers St.	Residential	81.9	82.0	0.1	1.5	No
7	Florida Ave. (SR-74)	e/o Acacia Ave.	Residential	82.4	82.5	0.1	1.5	No
8	Florida Ave. (SR-74)	e/o Cawston Ave.	Residential	81.2	81.3	0.1	1.5	No
9	Devonshire Ave.	e/o California Ave.	Residential	76.3	76.4	0.1	1.5	No
10	Devonshire Ave.	e/o Warren Rd.	Residential	75.4	76.0	0.6	1.5	No
11	Devonshire Ave.	e/o Old Warren Rd.	Residential	75.1	75.1	0.0	1.5	No
12	Devonshire Ave.	e/o Myers St.	Residential	76.6	76.9	0.3	1.5	No
13	Devonshire Ave.	e/o Cawston Ave.	Residential	75.7	75.8	0.1	1.5	No
14	Winchester Rd. (SR-79)	s/o Devonshire Ave.	Residential	75.9	76.0	0.1	1.5	No
15	California Ave.	n/o Florida Ave. (SR-74)	Residential	76.7	76.8	0.1	1.5	No
16	Warren Rd.	s/o Florida Ave. (SR-74)	Residential	78.4	78.5	0.1	1.5	No
17	Warren Rd.	n/o Florida Ave. (SR-74)	Residential	76.4	76.6	0.2	1.5	No
18	Warren Rd.	n/o Devonshire Ave.	Residential	77.7	77.8	0.1	1.5	No
19	Myers St.	n/o Florida Ave. (SR-74)	Residential	72.0	72.9	0.9	1.5	No
20	Myers St.	n/o Devonshire Ave.	Undeveloped	52.3	68.5	16.2	n/a	No
21	Cawston Ave.	n/o Devonshire Ave.	Residential	73.0	73.2	0.2	1.5	No
22	Old Warren Rd.	n/o Devonshire Ave.	Residential	55.0	64.8	9.8	5.0	**Yes**

[1] Based on a review of existing aerial imagery, and the City of Hemet General Plan, Land Use Element, Figure 2.1. 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 16)?

(Urban Crossroads, 2025d, Table 7-7)

Table 28 Existing Plus Ambient Growth With Project Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]			Incremental Noise Level Increase Threshold[3]	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Florida Ave. (SR-74)	w/o Winchester Rd. (SR-79)	Residential	82.8	82.9	0.1	1.5	No
2	Florida Ave. (SR-74)	e/o Winchester Rd. (SR-79)	Residential	84.8	84.9	0.1	1.5	No
3	Florida Ave. (SR-74)	e/o Four Seasons Blvd.	Residential	84.0	84.1	0.1	1.5	No
4	Florida Ave. (SR-74)	e/o California Ave.	Residential	82.8	82.9	0.1	1.5	No
5	Florida Ave. (SR-74)	e/o Warren Rd.	Residential	82.9	82.9	0.0	1.5	No
6	Florida Ave. (SR-74)	e/o Myers St.	Residential	82.3	82.4	0.1	1.5	No
7	Florida Ave. (SR-74)	e/o Acacia Ave.	Residential	82.8	82.9	0.1	1.5	No
8	Florida Ave. (SR-74)	e/o Cawston Ave.	Residential	81.7	81.7	0.0	1.5	No
9	Devonshire Ave.	e/o California Ave.	Residential	76.7	76.8	0.1	1.5	No
10	Devonshire Ave.	e/o Warren Rd.	Residential	75.8	76.4	0.6	1.5	No
11	Devonshire Ave.	e/o Old Warren Rd.	Residential	75.5	75.5	0.0	1.5	No
12	Devonshire Ave.	e/o Myers St.	Residential	77.0	77.3	0.3	1.5	No
13	Devonshire Ave.	e/o Cawston Ave.	Residential	76.1	76.3	0.2	1.5	No
14	Winchester Rd. (SR-79)	s/o Devonshire Ave.	Residential	76.3	76.4	0.1	1.5	No
15	California Ave.	n/o Florida Ave. (SR-74)	Residential	77.1	77.2	0.1	1.5	No
16	Warren Rd.	s/o Florida Ave. (SR-74)	Residential	78.9	78.9	0.0	1.5	No
17	Warren Rd.	n/o Florida Ave. (SR-74)	Residential	76.8	77.0	0.2	1.5	No
18	Warren Rd.	n/o Devonshire Ave.	Residential	78.1	78.2	0.1	1.5	No
19	Myers St.	n/o Florida Ave. (SR-74)	Residential	72.4	73.2	0.8	1.5	No
20	Myers St.	n/o Devonshire Ave.	Undeveloped	52.7	68.5	15.8	n/a	No
21	Cawston Ave.	n/o Devonshire Ave.	Residential	73.4	73.6	0.2	1.5	No
22	Old Warren Rd.	n/o Devonshire Ave.	Residential	55.4	64.8	9.4	5.0	**Yes**

[1] Based on a review of existing aerial imagery, and the City of Hemet General Plan, Land Use Element, Figure 2.1. 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 16)?
(Urban Crossroads, 2025d, Table 7-8)

Although the Project would result in traffic-related noise impacts along the segment of Old Warren Road north of Devonshire Avenue, the Project Applicant has agreed to implement mitigation in the form of repaving this segment of Old Warren Road with either Rubberized Hot-Mix Asphalt (RHMA) or Open-Graded Friction Course (OGFC) pavement. According to research conducted by Caltrans, RHMA and OGFC pavements typically provide noise attenuation of 6 dBA for automobile traffic noise levels. Thus, with the proposed mitigation, Project-related noise level increases along this roadway segment would be reduced from 9.4 dBA to 3.4 dBA, which would be below the identified threshold of significance of 5.0 dBA. Thus, with implementation of the required mitigation, the proposed Project would not result in any new or increased impacts due to traffic-related noise as compared to the project evaluated by the TCSP MND. (Urban Crossroads, 2025d, p. 42)

Existing Plus Ambient Growth (2029) Plus Cumulative Traffic Noise Level Increases

Table 7-5 of the Project's NIA (*Technical Appendix J*) presents the Existing Plus Ambient Growth Plus Cumulative (EAC) without Project conditions CNEL noise levels. The EAC without Project exterior noise levels range from 62.6 to 86.2 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-6 of the Project's NIA shows that the EAC with Project conditions would range from 66.5 to 86.3 dBA CNEL. Table 29, *Existing Plus Ambient Growth Plus Cumulative With Project Traffic Noise Level Increases*, shows

that the Project off-site traffic noise level increases would range from less than 0.1 to 3.9 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 16, one study area roadway segment, Old Warren Road north of Devonshire Avenue (Segment #22), is shown to experience significant off-site traffic noise level increases due to the Project traffic noise level increases. (Urban Crossroads, 2025d, pp. 42-43)

Table 29 Existing Plus Ambient Growth Plus Cumulative With Project Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]			Incremental Noise Level Increase Threshold[3]	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Florida Ave. (SR-74)	w/o Winchester Rd. (SR-79)	Residential	84.8	84.9	0.1	1.5	No
2	Florida Ave. (SR-74)	e/o Winchester Rd. (SR-79)	Residential	86.2	86.3	0.1	1.5	No
3	Florida Ave. (SR-74)	e/o Four Seasons Blvd.	Residential	85.7	85.8	0.1	1.5	No
4	Florida Ave. (SR-74)	e/o California Ave.	Residential	85.0	85.0	0.0	1.5	No
5	Florida Ave. (SR-74)	e/o Warren Rd.	Residential	84.8	84.8	0.0	1.5	No
6	Florida Ave. (SR-74)	e/o Myers St.	Residential	84.1	84.2	0.1	1.5	No
7	Florida Ave. (SR-74)	e/o Acacia Ave.	Residential	83.6	83.6	0.0	1.5	No
8	Florida Ave. (SR-74)	e/o Cawston Ave.	Residential	82.8	82.9	0.1	1.5	No
9	Devonshire Ave.	e/o California Ave.	Residential	77.5	77.6	0.1	1.5	No
10	Devonshire Ave.	e/o Warren Rd.	Residential	78.4	78.7	0.3	1.5	No
11	Devonshire Ave.	e/o Old Warren Rd.	Residential	77.8	77.8	0.0	1.5	No
12	Devonshire Ave.	e/o Myers St.	Residential	79.0	79.2	0.2	1.5	No
13	Devonshire Ave.	e/o Cawston Ave.	Residential	77.2	77.3	0.1	1.5	No
14	Winchester Rd. (SR-79)	s/o Devonshire Ave.	Residential	77.0	77.1	0.1	1.5	No
15	California Ave.	n/o Florida Ave. (SR-74)	Residential	77.8	77.9	0.1	1.5	No
16	Warren Rd.	s/o Florida Ave. (SR-74)	Residential	80.4	80.4	0.0	1.5	No
17	Warren Rd.	n/o Florida Ave. (SR-74)	Residential	79.3	79.5	0.2	1.5	No
18	Warren Rd.	n/o Devonshire Ave.	Residential	80.3	80.3	0.0	1.5	No
19	Myers St.	n/o Florida Ave. (SR-74)	Residential	76.2	76.6	0.4	1.5	No
20	Myers St.	n/o Devonshire Ave.	Undeveloped	69.3	71.9	2.6	n/a	No
21	Cawston Ave.	n/o Devonshire Ave.	Residential	74.4	74.5	0.1	1.5	No
22	Old Warren Rd.	n/o Devonshire Ave.	Residential	62.6	66.5	3.9	3.0	**Yes**

[1] Based on a review of existing aerial imagery, and the City of Hemet General Plan, Land Use Element, Figure 2.1. 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 16)?
(Urban Crossroads, 2025d, Table 7-9)

Although the Project would result in traffic-related noise impacts along the segment of Old Warren Road north of Devonshire Avenue, the Project Applicant has agreed to implement mitigation in the form of repaving this segment of Old Warren Road with either RHMA or OGFC pavement, as discussed above. According to research conducted by Caltrans, RHMA and OGFC pavements typically provide noise attenuation of 6 dBA for automobile traffic noise levels. Thus, with the proposed mitigation, Project-related noise level increases along this roadway segment would be reduced from 3.9 dBA to 0.9 dBA, which would be below the identified threshold of significance of 3.0 dBA. Thus, with implementation of the required mitigation, the proposed Project would not result in any

new or increased impacts due to traffic-related noise as compared to the project evaluated by the TCSP MND. (Urban Crossroads, 2025d, pp. 42-43)

F. Conclusion

Based on the preceding analysis, Project-related construction and operational (stationary source) noise levels would be below the thresholds of significance identified in Table 16, and as such impacts would be less than significant. Although Project-related traffic is anticipated to exceed the thresholds of significance for transportation-related noise along the segment of Old Warren Road north of Devonshire Avenue under both near-term ambient and near-term ambient plus cumulative conditions, the Project Applicant is proposing to mitigate the traffic-related noise impacts through implementation of (new) Mitigation Measure N-1, which requires the Project Applicant to repave this roadway segment with either RHMA or OGFC. As noted in the discussion and analysis presented above, with implementation of Mitigation Measure N-1, the Project impacts due to transportation-related noise would be reduced to less-than-significant levels. Therefore, with implementation of Mitigation Measure N-1, the proposed Project would not result in any new impact not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

b) Generation of excessive groundborne vibration or groundborne noise levels?

TCSP MND Findings: No Impact. The TCSP MND found that the TCSP project would not expose persons to or generate excessive groundborne vibration because no known sources of groundborne vibration existed at the site, nor would such sources be anticipated upon project completion. The TCSP determined that no impacts occur related to groundborne vibration or groundborne noise levels. (Hemet, 2005, p. 42)

TCSP MND Addendum Findings: No Substantial Change from Previous Analysis. The proposed Project has the potential to result in the generation of excessive groundborne vibration or groundborne noise levels during general construction activities and during blasting activities during site grading. Each is discussed below.

A. General Vibration Impacts

General Construction Vibration Impacts

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Ground vibration levels associated with various types of construction equipment are summarized in Table 10-5 of the Project's NIA (*Technical Appendix J*). Based on the representative vibration levels presented for various construction equipment types, it is possible to estimate the potential for human response (annoyance) and building damage using the following vibration assessment methods defined by the FTA. The FTA provides an equation to describe the vibration impacts, as described in Subsection 11.7 of the Project's NIA. (Urban Crossroads, 2025d, pp. 68-69)

Table 30, *Project Construction Vibration Levels*, presents the expected Project-related vibration levels at the nearby receiver locations. At distances ranging from 26 to 1,319 feet from Project construction activities, construction vibration velocity levels are estimated to range from less than 0.01 to 0.20 Peak Particle Velocity (PPV) in/sec. Based on maximum acceptable continuous vibration threshold of 0.30 PPV (in/sec), the typical Project construction vibration levels would fall below the building damage thresholds at all the noise sensitive receiver locations. Therefore, the Project-related vibration impacts are considered less than significant during typical construction activities at the Project site. (Urban Crossroads, 2025d, p. 69)

Table 30 Project Construction Vibration Levels

Location[1]	Distance to Const. Activity (Feet)[2]	Typical Construction Vibration Levels PPV (in/sec)[3]						Thresholds PPV (in/sec)[4]	Thresholds Exceeded?[5]
		Small bulldozer	Jack-hammer	Loaded Trucks	Large bulldozer	Vibratory Roller	Highest Vibration Level		
R1	41'	0.00	0.02	0.04	0.04	0.10	0.10	0.30	No
R2	26'	0.00	0.03	0.07	0.08	0.20	0.20	0.30	No
R3	1,319'	0.00	0.00	0.00	0.00	0.00	0.00	0.30	No
R4	179'	0.00	0.00	0.00	0.00	0.01	0.01	0.30	No
R5	1,181'	0.00	0.00	0.00	0.00	0.00	0.00	0.30	No
R6	793'	0.00	0.00	0.00	0.00	0.00	0.00	0.30	No

[1] Construction noise source and receiver locations are shown in Exhibit 11-A of the Project's NIA (*Technical Appendix J*).
[2] Distance from receiver to limits of construction activity.
[3] Based on the Vibration Source Levels of Construction Equipment, see Table 11-5 of the Project's NIA.
[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
(Urban Crossroads, 2025d, Table 11-7)

Construction-Related Blasting Vibration Impacts

Blasting operations can have unacceptable noise and vibration impacts if not conducted correctly. Excessive levels of structural vibration due to ground vibration from blasting can cause substantial damage to structures. A blasting contractor would be required to complete all blasting-related activities in compliance with applicable regulations of the City of Hemet Police Department, the U.S. Bureau of Mines, the California Division of Occupational Safety and Health (Cal-OHSA), the Department of Homeland Security, and the Bureau of Alcohol, Tobacco, Firearms, and Explosives (ATF), which have many requirements for the safe handling, use, and storage of explosives and recommend various measures and controls, including, but not limited to monitoring and reporting of each blast to verify no damage has occurred at nearby structures, notifications to surrounding neighbors, limitations on the amounts and times blast may occur. (Urban Crossroads, 2025d, p. 72)

Detonating as little as 25 pounds of explosives may be perceived up to 500 feet from a charge. Therefore, without vibration controls and measures, blasting could exceed thresholds at nearest existing residential homes surrounding the Project site, previously shown on Figure 25. (Urban Crossroads, 2025d, p. 72)

However, and as discussed herein in subsection 3.1.1.d), blasting activities during Project construction would be required to comply with the development standards related to blasting that have been added to subsection IV.D of the TCSP as part of proposed TCSPA4. The City would condition future blasting permits for compliance with the standards included in TCSPA4 subsection IV.D, which includes measures to ensure that measures are undertaken during blasting activities to preclude potential vibration-related impacts. With the implementation of the identified vibration controls blasting activities at sensitive receivers would be less than significant. (Urban Crossroads, 2025d, p. 74)

B. Operational Vibration Impacts

With respect to long-term operations, the Project would consist of the development of 269 single-family homes along with parks, detention basins, and open space. The on-going operation of the Project would not include the operation of any known vibration sources other than typical on-site vehicle operations for a residential development. Therefore, a less-than-significant vibration impact would occur from operation of the Project.

C. Conclusion – Vibration Impacts

As demonstrated in the preceding analysis, with compliance with the TCSPA4 development standards related to blasting, Project impacts due to groundborne vibration and groundborne noise would be less than significant during both construction and long-term operations. Accordingly, the proposed Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

TCSP MND Findings: **Less-than-Significant Impact.** The TCSP MND found that the southernmost portion of the project site was located within a two- mile radius of the Hemet-Ryan Airport. The TCSP MND noted that according to the City of Hemet General Plan, the entire project site was located outside of the 60LdN and 55LdN Hemet-Ryan Airport noise contours. The TCSP MND found that the accepted residential maximum exterior noise standard stated in the General Plan is 65dBA. Therefore, the TCSP MND determined that development of the site would not expose people residing or working in the project area to excessive aircraft noise levels, and concluded impacts would be less than significant. (Hemet, 2005, p. 43)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** The only airport within two miles of the Project site is the Hemet-Ryan Airport, located approximately 1.3 miles south of the Project site. According to the Map HR-3 of the Hemet-Ryan Airport ALUCP, the Project site is located more than a mile from the nearest areas identified as being subject to airport-related noise levels of 55 dBA CNEL, thereby indicating that the Project's proposed residential uses would be exposed to airport-related noise levels well below 55 dBA CNEL. (ALUC, 2017, Map HR-3) As indicated in Table 6.4 of the City of Hemet General Plan Public Safety Element, residential land uses are considered "Normally Acceptable" at noise levels ranging up to 60 dBA CNEL (Hemet, 2012b, Table 6.4). Thus, the Project's proposed residential and recreational land uses would not be exposed to excessive airport-related noise levels, and impacts would be less than significant. Therefore, the proposed Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified in the TCSP MND.

Project Requirements and TCSP MND Mitigation Compliance

The TCSP MND did not identify any impacts or mitigation measures related to the issue of noise. However, as indicated above, the Project Applicant has agreed to repave the segment of Old Warren Road north of Devonshire Avenue with either RHMA or OGFC in order to ensure that impacts from traffic-related noise under Existing with Ambient Growth and Existing Plus Ambient Growth Plus Cumulative conditions are maintained below a level of significance. Accordingly, the following mitigation measure shall apply:

N-1. Prior to issuance of Occupancy Permits for any of the Project's proposed residential land uses, the Project Applicant shall repave the segment of Old Warren Road north of Devonshire Avenue with either Rubberized Hot-Mix Asphalt (RHMA) or Open-Graded Friction Course (OGFC) pavement.

4.1.14 Population and Housing

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the Project:				
a. 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)?	☐	☐	☐	☒
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

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a) 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)?

TCSP MND Findings: **Less-than-Significant Impact.** The TCSP MND found that the TCSP project would allow the construction of 178 new single-family residential units, thereby generating a population increase of approximately 356 to 534 persons, assuming an population of two to three persons per household. The TCSP noted that the site was designated "SP - Specific Plan Area" in the City of Hemet' s General Plan, and most surrounding parcels, though undeveloped at that time, were designated for residential development as well. The TCSP MND determined that development of the site would accommodate already anticipated growth into the area, and concluded impacts would be less than significant. (Hemet, 2005, pp. 43-44)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** As previously noted, according to population estimates available from the United States Census Bureau (USCB), the City of Hemet has an estimated 2.79 persons per household (pph) (USCB, 2024). Thus, the 269 residential dwelling units proposed as part of the Project would result in a future on-site population of approximately 751 persons (269 du x 2.79 persons/du = 750.51 persons). According to Table 2-10 of the City of Hemet General Plan Housing Element, the population within the City of Hemet is anticipated to increase from an estimated population of 35,600 persons in 2020 to approximately 52,200 persons by 2040, or an increase of approximately 16,600 persons. Although the proposed Project would result in a net increase of 92 dwelling units, the Project's anticipated increase would represent only about 4.5% of the anticipated population growth between 2020 and 2040 (751 persons ÷ 16,600 persons x 100 = 4.52%), which would not represent a substantial increase beyond what already is planned for the Project site. Furthermore, the Project's proposed roadway and utility infrastructure improvements would be sized to serve the proposed development, and there are no components of the Project-related improvements that could indirectly result in population growth in the local area beyond what already is planned by the City's General Plan and the various adopted specific plans. Accordingly, the proposed Project would not induce substantial unplanned population growth in the local area either directly or indirectly, and impacts would be less than significant. Therefore, the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

TCSP MND Findings: **No Impact.** The TCSP MND found that there were no persons residing on the TCSP site that would be displaced by the project; thus, the TCSP MND concluded that no impacts would occur (Hemet, 2005, p. 44).

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** Consistent with the conditions that existed at the time the TCSP MND was adopted, under existing conditions the Project site consists of previously-graded land that has not been developed with any residential structures. Additionally, there are no known residents that currently occupy the site. Accordingly, the proposed Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere, and no impact would occur. Therefore, the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

4.1.15 Public Services

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the Project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services: • Fire Protection? • Police Protection? • Schools? • Parks? • Other Public Facilities?	☐	☐	☐	☒

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a) Fire Protection and Emergency Services

TCSP MND Findings: **Less-than-Significant Impact.** The TCSP MND findings concluded that fire protection for the project site would be provided by the City of Hemet Fire Department Station 3, located within a five-minute response time, with additional fire suppression support from the California Department of Forestry at Hemet-Ryan Airport for hillside fires. While the project would contribute to increased demand for fire services, the fire department will review the plan to ensure adequate fire protection measures, such as sprinklers and hydrants. As a result, the impact on fire protection services would be less than significant. (Hemet, 2005, p. 44)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** As detailed in the Project's 2022 Fire Protection Plan ("FPP"; included as MND Addendum *Technical Appendix M*), and consistent with the conditions that existed at the time the TCSP MND was adopted, fire protection services would be provided by Hemet Fire Department Station 3, located at 4110 Devonshire Avenue, approximately 1.0 mile and 3 to 4 minutes driving time to the furthest point within the development. Station 4, located at 1035 S. Cawston Avenue, is 3.8 miles away, with an estimated response time of approximately eight minutes. Station 3 would provide the primary response to the site, with Station 4 and other mutual aid agencies available for backup as needed. Additionally, CAL FIRE's Hemet-Ryan Air Attack Base, located nearby, could provide aerial fire suppression support during wildland fire events. Thus, implementation of the proposed Project would not result in or require the construction or expansion of any fire stations in the local area. Although the Project would not result in a demand for new or expanded fire stations, the proposed Project would result in a future on-site population of approximately 751 persons, which would affect fire protection services by placing an additional demand on existing City of Hemet Fire Department (HFD) resources should its resources not be augmented. To offset the increased demand for fire protection services, and as with all development within the TCSP, the Project would be conditioned by the County to provide a minimum of fire safety and support fire suppression activities, including compliance with State and local fire codes, a fire hydrant system, paved access, and secondary access routes. Furthermore, and also consistent with the findings of the TCSP MND, the Project Applicant would be required to pay the City of Hemet Development Impact Fees (DIF). The City's DIF program allocates funding for a variety of City services, including, but not limited to, fire suppression facilities and general facilities. Payment of the DIF fee would ensure that the Project provides fair share funds for the provision of additional public services, including fire protection services, which may be applied to fire facilities and/or equipment, to offset the incremental increase in the demand for fire protection services that would be created by the Project. Based on the foregoing analysis, and consistent with the findings of the TCSP MND, implementation of the Project would not result in the need for new or physically altered fire protection facilities, and would not exceed applicable service ratios or response times for fire protections services. As such, impacts to fire protection services would be less than significant. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

b) Police Protection

TCSP MND Findings: **Less-than-Significant Impact.** The TCSP MND indicated that law enforcement and police protection services would be provided by the City of Hemet Police Department. The TCSP MND noted that the TCSP project would generate demand for additional police services to the area due to increased population of approximately 356 to 534 persons. The TCSP MND indicated that strategies identified in the General Plan require that the level of police protection and emergency services keep pace with current and projected growth. Based on police department estimates that each single family dwelling would generate the need for additional police officers, the TCSP MND found that development of the 178 units would require an additional ½ position in the police department. Thus, the TCSP MND concluded that the TCSP project would have less than significant impacts to the City of Hemet Police Department. (Hemet, 2005, p. 45)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** Consistent with the conditions that existed at the time the TCSP MND was adopted, police protection services would continue to be provided by the City of Hemet Police Department, which operates out of its main station located at 450 E. Latham Avenue, approximately 3.5 miles northeast of the Project site. The Project evaluated herein would increase the number of dwelling units allocated to Tres Cerritos West from 177 dwelling units to 269 dwelling units, and the proposed Project would result in a future population of approximately 751 persons, or approximately 217 to 395 more residents on site than anticipated by the TCSP MND. However, it is not anticipated that the Project's anticipated increase in the on-site population would result in or require new or expanded police protection services, as the majority of police protection services are provided by patrol officers. Furthermore, the TCSP MND indicated that

buildout of the TCSP would result in the demand for an increase in police personnel by approximately 0.5 position. Thus, with the increase of approximately 92 dwelling units proposed as part of the Project, the Project still would result in a demand for less than one additional police personnel. Moreover, the Project Applicant would be required to pay the City of Hemet DIF fee. The City's DIF program allocates funding for a variety of City services, including, but not limited to, law enforcement facilities and general facilities. Payment of the DIF fee would ensure that the Project provides fair share funds for the provision of additional public services, including police protection services, which may be applied to police facilities and/or equipment, to offset the incremental increase in the demand for police protection services that would be created by the Project. Based on the foregoing analysis, and consistent with the findings of the TCSP MND, implementation of the Project would not result in the need for new or physically altered police protection facilities, and would not exceed applicable service ratios or response times for police protection services. As such, impacts to police protection services would be less than significant. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

c) Schools

TCSP MND Findings: **Less-than-Significant Impact.** The TCSP MND found that implementation of the TCSP project would place additional demand on facilities in the Hemet Unified School District (HUSD). Prior to the issuance of each residential building permit, school fees would be required to be paid in accordance with the requirements of the State of California (Senate Bill 50) or the applicant will be required to enter into a mitigation agreement with the Hemet Unified School District. Thus, impacts would be less than significant. (Hemet, 2005, p. 45)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** Consistent with the conditions that existed at the time the TCSP MND was adopted, school services in the Project area would be provided by the HUSD. According to mapping information available from the HUSD, elementary school services would be provided by the Cawston Elementary School, located approximately 0.5-mile east of the Project site at 4000 West Menlo Avenue; middle school services would be provided by the Rancho Viejo Middle School, located approximately 0.4-mile east of the Project site at 985 Cawston Avenue North; and high school services would be provided by the Tahquitz High School, located approximately 0.3-mile northeast of the Project site at 4425 Titan Trail (HUSD, 2024b). Based on the student generation rates published by the HUSD as part of its 2024 Fee Justification Study, and as indicated in Table 31, *Estimated Project Generated Students*, the proposed Project is anticipated to generate approximately 53 elementary school students, 27 middle school students, and 39 high school students each year, or a total of approximately 119 students. However, the 2024 Fee Justification Study anticipated a future need to provide school services to an additional 1,715 elementary school students, 829 middle school students, and 1,157 high school students. The Project's anticipated student generation would represent only approximately 3.0% of the total number of elementary school students, 3.2% of the total number of anticipated middle school students, and 3.4% of the total number of high school students anticipated by the 2024 Fee Justification Study.

Table 31 Estimated Project Generated Students

School Level	Student Generation Rates per Dwelling Unit	Project Dwelling Units	Estimated Project-Related Students
Elementary School	0.1964	269	53
Middle School	0.1019	269	27
High School	0.1464	269	39
		Total:	**119**

(HUSD, 2024a, Table 1)

Although the Project could contribute to a future need to construct new or expanded school facilities within the HUSD service area, there are no current publicly-available plans detailing where such facilities would be built. Although the Project may cause or contribute to the need for new or expanded school facilities, it is not possible to identify environmental impacts that may be associated with the construction of new or expanded school facilities until a specific proposal and design for the facility is prepared by the HUSD, and an analysis of potential physical environmental impacts resulting from the construction and operation of new or expanded school facilities would be speculative in nature (see State CEQA Guidelines § 15145). Environmental effects of such school facilities and any associated mitigation would be identified through a future CEQA process required in association with any future proposals for new or expanded school facilities. Any mitigation measures required for new or expanded school facilities could be funded, in part, from property taxes and/or through payment of school impact fees (as discussed below).

Although it is not possible to identify physical environmental effects that may result from new or expanded school facilities, the Project would be required to contribute school impact fees to the HUSD in accordance with Article VI (Developer Dedication of Land and Fees for School Facilities) of Chapter 58 of the City of Hemet Municipal Code. As of April 2024, the HUSD assesses $5.17 for each square foot of new residential development. Pursuant to the Leroy F. Greene School Facilities Act of 1998, payment of school impact fees constitutes full and complete mitigation for Project-related impacts to school services. Although the Project's demand for school services may not be accommodated by existing facilities or staffing levels, mandatory payment of school impact fees still would be required and would ensure that the Project's impacts to school facilities and services would be less than significant. Therefore, the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

d) Parks

TCSP MND Findings: **Less-than-Significant Impact.** The TCSP MND found that for projects exceeding 50 dwelling units, dedication of park land in lieu of fees would be required in accordance with Municipal Code Article 10, Section 70-285. The TCSP MND disclosed that the standard for dedication of land in lieu of fees is 2.5 acres per 1,000 people. Based the 178 dwelling units anticipated by the TCSP MND and the projected population for Tres Cerritos West (356 to 534 persons), the TCSP MND found that approximately 1.25 acres of parkland would be required. The TCSP MND noted that the TCSP project included approximately 4.6 acres of private parkland on-site. Additionally, the TCSP MND noted that paseos and open space reserves also would provide additional recreational opportunities. The TCSP MND concluded that impacts to existing park facilities would be less than significant through the provision of on-site parkland and payment of fees for public parkland, requiring no mitigation. (Hemet, 2005, p. 45)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** According to Section 70-282 of Article X of Chapter 70 of the City of Hemet Municipal Code, the City's parkland standard is five acres per 1,000 people residing within the City. As previously discussed in subsection 3.2.2, the Project is anticipated to result in a future on-site population of 751 persons. Thus, the proposed Project would generate a demand for approximately 3.8 acres of parkland (751 persons x 5.0 acres/1,000 persons = 3.755 acres). As previously indicated in Table 5, the proposed Project has been designed to accommodate approximately 3.90 acres of parkland. Thus, the Project would not result in a demand for new or expanded recreational facilities off site. Additionally, the physical construction of the on-site recreational facilities is addressed under the relevant issue areas identified throughout this MND Addendum (e.g., air quality, biological resources, cultural resources). Under each relevant topic, the Project's impacts are determined to be less than significant, or mitigation measures are identified to reduce impacts to the maximum feasible extent. There are no components of the proposed recreational facilities that would result in physical environmental impacts that have not already been addressed and accounted for throughout this MND Addendum. Accordingly, Project impacts due to parkland development on-site would be

less than significant, requiring no mitigation. Therefore, the proposed Project would not result in any new impact not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

e) Other Public Facilities

TCSP MND Findings: **Less-than-Significant Impact.** The TCSP MND found that implementation of City of Hemet Resolution 3193, which establishes mitigation fees for all new development to reduce impact of development on City services, would be paid at the time of building permit submittal, unless deferred by the City. Thus, the TCSP MND concluded that impacts on other City services would be less than significant. (Hemet, 2005, p. 45)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** Consistent with the findings of the TCSP MND, construction of the proposed Project would increase the area's population, creating an additional demand on City services, including libraries, community centers, and senior centers. However, and consistent with policies contained within the General Plan Community Services and Infrastructure Element, the Project Applicant would be required to pay the City of Hemet DIF fee. The City's DIF program allocates funding for a variety of City services, including, but not limited to, library expansion facilities and general facilities. Payment of the DIF fee would ensure that the Project provides fair share funds for the provision of additional public services, including library services, community centers, and senior centers. Based on the foregoing analysis, and consistent with the findings of the TCSP MND, implementation of the Project would not result in the need for new or physically altered government facilities for libraries, community centers, or senior centers, and would not exceed applicable service ratios such services. As such, impacts to other government services would be less than significant. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

4.1.16 Recreation

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the Project:				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

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a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

TCSP MND Findings: Less-than-Significant Impact. The TCSP MND found that the development of 178 single-family residential units would generate between 356 to 534 additional residents in the City of Hemet, assuming 2 to 3 residents per household. The TCSP MND noted that the City of Hemet Municipal Code (Ord. No. 1564, Article 10, Section 70-282) that was applicable at the time, the City parkland standard was 2.5 acres per 1, 000 people residing within the City. The TCSP MND noted that the applicant proposed to construct 1.1 acres of private parkland on the site, which the TCSP MND found would significantly exceed the amount of land that would be required by code (1.25 acres for 500 people). However, the TCSP MND found that payment of fees for public park lands would be required and would ensure that the TCSP does not contribute to an increase in use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration would occur. Thus, the TCSP MND concluded that impacts of the development on existing neighborhood parks would be less than significant. (Hemet, 2005, p. 46)

TCSP MND Addendum Findings: No Substantial Change from Previous Analysis. As discussed above under the analysis of Threshold 4.1.15.d), according to Section 70-282 of Article X of Chapter 70 of the City of Hemet Municipal Code, the City's parkland standard is five acres per 1,000 people residing within the City. As previously discussed in subsection 3.2.2, the Project is anticipated to result in a future on-site population of 751 persons. Thus, the proposed Project would generate a demand for approximately 3.8 acres of parkland (751 persons x 5.0 acres/1,000 persons = 3.755 acres).

As previously indicated in Table 5, the proposed Project has been designed to accommodate approximately 3.90 acres of parkland. However, the physical construction of the on-site recreational facilities is addressed under the relevant issue areas identified throughout this MND Addendum (e.g., air quality, biological resources, cultural resources). Under each relevant topic, the Project's impacts are determined to be less than significant, or mitigation measures from the TCSP MND were previously identified to reduce impacts to the maximum feasible extent. There are no components of the proposed recreational facilities that would result in physical environmental impacts that have not already been addressed and accounted for throughout this MND Addendum and/or by the TCSP MND. Accordingly, impacts due to park construction on site would be less than significant.

In addition, because the Project would exceed the requirement to accommodate 3.8 acres of parkland, future Project residents would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, as any increased use of existing recreational facilities by Project residents would be offset by other City residents utilizing the public parks proposed as part of the Project. Consistent with the findings of the TCSP MND, impacts would be less than significant.

Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified in the TCSP MND.

4.1.17 Transportation/Traffic

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the Project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☒
c. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d. Result in inadequate emergency access?	☐	☐	☐	☒

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a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

TCSP MND Findings: No Impact. The TCSP MND found that the TCSP project would not conflict with adopted policies, plans, or programs supporting alternative transportation because regional bus service and dial- a- ride services were available within the City of Hemet at the time the MND was certified. Thus, the TCSP MND concluded there would be no impact. (Hemet, 2005, p. 50)

TCSP MND Addendum Findings: No Substantial Change from Previous Analysis. The only applicable programs, plans, ordinances, or policies addressing the circulation system are the General Plan Circulation Element, SCAG's 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy ("RTP/SCS"; also referred to as "Connect SoCal"), as well as provisions in the City of Hemet Municipal Code requiring fee payments to address transportation impacts.

As indicated in Table 32, *Project Consistency with General Plan Policies Related to Transportation,* the proposed Project would be consistent with or otherwise would not conflict with the policies contained within the General Plan Circulation Element. As indicated in Table 33, *Analysis of Consistency with Connect SoCal Goals*, the proposed Project would be consistent with or otherwise would not conflict with the goals contained within Connect SoCal.

Table 32 Project Consistency with General Plan Policies Related to Transportation

Circulation Element Policy	Project Consistency Analysis
C-1.1: 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	Consistent. The Project includes sidewalks and pedestrian-friendly infrastructure that align with Complete Streets principles. The Project does not propose modifications to

Circulation Element Policy	Project Consistency Analysis
vehicles while providing sufficient mobility and abundant access options for existing and future users of the street system.	existing transit, bicycle, or pedestrian routes, nor does it conflict with planned improvements.
C-1.2: 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.	Consistent. The Project incorporates pedestrian walkways and ADA-compliant pathways to improve walkability and safety. No bicycle or transit infrastructure conflicts are anticipated.
C-1.3: 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.	Consistent. The Project's Traffic Analysis (MND Addendum *Technical Appendix L2*) determined that project-related traffic would not cause a degradation of LOS beyond acceptable thresholds as defined by the Circulation Element. The Project would be conditioned by the City to implement appropriate improvements as required by the Traffic Analysis, and further requires the payment of fees and fair-share contributions for any necessary improvements not currently identified for funding be existing fee programs.
C-1.4: 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.	Consistent. The Project does not propose any modifications to existing traffic signals and would not interfere with future signal coordination or traffic management improvements.
C-1.5: 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.	Consistent. The Project would not interfere with the City's traffic control system and would be required to comply with all access and circulation requirements.
C-1.6: 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.	Consistent. The Project does not propose or require the widening of roadways where physical constraints exist and would not interfere with the City's ability to implement alternative roadway capacity strategies such as access management, intersection improvements, or restriping.
C-1.7 Connectivity – Promote the efficient use of the street system by providing convenient connections between and within neighborhoods and adjacent land uses.	Consistent. The Project includes internal pedestrian pathways and connections to existing roadways to enhance neighborhood connectivity.
C-1.8: Require reciprocal accessways and consolidate commercial driveway entries along Florida Avenue, Sanderson Avenue, State Street, San Jacinto Street, and other commercial streets as practical.	Not Applicable. This policy is not applicable, as the Project consists of a proposed residential development and does not include any commercial corridors.
C-1.9: 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.	Consistent. The Project would comply with all applicable driveway spacing and access management standards, as would be assured by City review of future roadway improvement plans.

Circulation Element Policy	Project Consistency Analysis
C-1.10: 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.	Not Applicable. The Project does not propose modifications to any arterial roadways.
C-1.11: 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.	Consistent. The Project would include landscaping that would be consistent with City standards; thus, the Project would not conflict with this policy.
C-1.12: Maintain and encourage the existing grid system of streets to facilitate neighborhood accessibility, emergency response, and transportation capacity.	Not Applicable. The Project would not entail alterations to the existing street grid system, beyond planned frontage improvements to Celeste Road.
C-1.13: Design streets inside residential subdivisions for lower speeds by promoting the use of short curvilinear street segments while maintaining the overall grid pattern; using visually shorter streets; limiting collector streets to those with driveways on rear alleys with enhanced front parkway landscaping and traffic-slowing designs; promoting unloaded collectors with no residential driveway access; and ensuring a minimum of two points of access to all subdivisions.	Consistent. The Project's internal roadways are designed to ensure safe vehicular and pedestrian movement within the development, in conformance with this policy.
C-1.14: Avoid changing the visual character of existing rural residential neighborhood streets by constructing the minimum level of street improvements needed for public safety. Consider using drainage swales instead of curbs and gutters and prohibiting on-street parking.	Not Applicable. Policy C-1.14 is intended to preserve the visual character of existing rural residential neighborhood streets. The Project site is located within an urbanizing area designated for Specific Plan development and is not within or adjacent to any rural residential neighborhood.
C-1.15: require that all roadways within a new development be constructed to the ultimate rightof-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.	Consistent. The would will contribute its fair share to roadway improvements through payment of development impact fees, TUMF fees, fair-share contributions, and the physical construction of certain improvements, and all roadway improvements proposed as part of the Project or planned by the City of Hemet would be designed to meet all applicable design standards. The Project does not include commercial development and is not within a commercial corridor requiring reciprocal access agreements; thus, these provisions of Policy C-1.15 are not applicable to the proposed Project.
C-1.16: To facilitate transitand–pedestrian-oriented street design in the Mixed Use District, consider the implementation of off-street shared parking with parking signage improvements, consolidation of driveways,	Not Applicable. This policy is not applicable to the proposed Project, as the Project consists of a proposed residential development and is not located within a Mixed-Use District.

Circulation Element Policy	Project Consistency Analysis
installation of raised landscaped medians, bus turnouts, traffic signal enhancements, special pavement treatments at pedestrian crossings and intersections, curb extensions, enhanced crosswalks, wider sidewalks, and other appropriate measures which enhance traffic flow, transit efficiency, and pedestrian movements.	
C-1.17 – C-1.19	Not Applicable. Circulation Element Policies C-1.17 through C-1.19 pertain to specific citywide transportation goals, regional coordination efforts, and public transit enhancements that do not directly apply to the Project. No conflict is anticipated.
C-2.1: Advocate efforts by the Riverside County Transportation Commission and California Department of Transportation to plan and build the realignment of State Route (SR) 79, as shown on the Circulation Map.	Not Applicable. Policy C-2.1 provides direction to City staff and decision makers, and is unrelated to the proposed Project. There are no components of the proposed Project that would conflict with the General Plan Circulation Map.
C-2.2: Coordinate with appropriate jurisdictions and agencies to encourage the timely improvement of roadway and transit facilities that address area-wide and regional travel needs.	Not Applicable. Policy C-2.2 provides direction to City staff and decision makers, and is unrelated to the proposed Project.
C-2.3: Support development of the MidCounty Parkway that will run from Highway 79 in San Jacinto to I-215 in Perris and will interface with Cajalco Road that connects to I-15 in Corona.	Not Applicable. Policy C-2.3 provides direction to City staff and decision makers, and is unrelated to the proposed Project.
C-3.1: Establish speed limits throughout the City that relate to the design and operating characteristics of each roadway to promote the safety of residents and travelers.	Not Applicable. Policy C-3.1 provides direction to City staff and decision makers, and is unrelated to the proposed Project.
C-3.2 – C-3.3	Not Applicable. These policies pertain to citywide initiatives related to traffic safety and enforcement that are not specific to the proposed Project. There are no components of the proposed Project that would conflict with City traffic safety or enforcement measures.

(Hemet, 2012b, pp. 4.51-4.61)

Table 33 Analysis of Consistency with Connect SoCal Goals

2024-2050 RTP/SCS Regional Planning Policies	Project Consistency
Mobility	
System Preservation and Resilience	
01. Prioritize repair, maintenance and preservation of the SCAG region's existing transportation assets, following a "Fix-It-First" principle	Not Applicable. RTP/SCS Policy 01 provides direction to City and regional agency staff and decision makers and is not applicable to the proposed Project.
02. Promote transportation investments that advance progress toward the achievement of asset management targets, including the condition of the National Highway System pavement and bridges and transit assets (rolling stock, equipment, facilities and infrastructure)	Not Applicable. RTP/SCS Policy 02 provides direction to City and regional agency staff and decision makers and is not applicable to the proposed Project.
Complete Streets	
03. Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking,	Consistent with Applicable Components. The proposed TCSPA4 would establish updated development standards and design guidelines addressing streetscape improvements planned within the TCSP area, and all future

2024-2050 RTP/SCS Regional Planning Policies	Project Consistency
rolling, driving, taking transit)	development would be subject to compliance with the TCSP development standards and design guidelines. Additionally, all on-site roadways would include sidewalks (including, in some areas, curb-separated sidewalks), and all on-site roadways would accommodate bicycle traffic. The Project's proposed roadway and trail improvements would promote non-vehicular modes of transportation in the local area.
04. Ensure the implementation of Complete Streets that are sensitive to urban, suburban or rural contexts and improve transportation safety for all, but especially for vulnerable road users (e.g., people, especially older adults and children, walking and biking)	
05. Facilitate the implementation of Complete Streets and curb space management strategies that accommodate and optimize new technologies, micromobility devices and first/last mile connections to transit and last-mile delivery	
06. Support implementation of Complete Streets improvements in Priority Equity Communities, particularly with respect to Transportation Equity Zones, as a way to enhance mobility, safety and access to opportunities	
Transit and Multimodal Integration	
07. Encourage and support the implementation of projects, both physical and digital, that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility and safety	Not Applicable. RTP/SCS Policies 07-11 provides direction to City and regional agency staff and decision makers and is not applicable to the proposed Project.
08. Support connections across the public, private and nonprofit sectors to develop transportation projects and programs that result in improved connectivity	
09. Encourage residential and employment development in areas surrounding existing and planned transit/rail stations	
10. Support the implementation of transportation projects in Priority Equity Communities, particularly with respect to Transportation Equity Zones, as a way to enhance mobility, safety and access to opportunities	
11. Create a resilient transportation system by preparing for emergencies and the impacts of climate change	
Transportation System Management	
12. Pursue efficient use of the transportation system using a set of operational improvement strategies that maintain the performance of the existing transportation system instead of adding roadway capacity, where possible	Not Applicable. RTP/SCS policies 12 and 13 provide direction to City and regional agency staff and decision makers and are not applicable to the proposed Project.
13. Prioritize transportation investments that increase travel time reliability, including build-out of the regional express lanes network	
Transportation Demand Management	
14. Encourage the development of transportation projects that provide convenient, cost-effective and safe alternatives to single-occupancy vehicle travel (e.g., trips made by foot, on bikes, via transit, etc.)	Not Applicable. RTP/SCS Policy 14 relates to transportation projects and the proposed Project is not a transportation project. The Project entails the development of a proposed residential community, and the Project's proposed roadway improvements and associated sidewalks on site would provide convenient, cost-effective and safe alternatives to single-occupancy vehicle travel.
15. Encourage jurisdictions and TDM practitioners to develop and expand local plans and policies to promote alternatives to single occupancy vehicle travel for residents, workers and visitors	Not Applicable. RTP/SCS Policy 15 provides direction to City and regional agency staff and decision makers and is not applicable to the proposed Project.

2024-2050 RTP/SCS Regional Planning Policies	Project Consistency
16. Encourage municipalities to update existing (legacy) TDM ordinances by incorporating new travel modes and new technology and by incorporating employment and residential sites of certain populations – for example, employers who have less than 250 employees (below the 250 or more employees threshold identified in AQMD's Rule 2202)	Not Applicable. RTP/SCS Policy 16 provides direction to City and regional agency staff and decision makers and is not applicable to the proposed Project.
Technology Integration	
17. Support the implementation of technology designed to provide equal access to mobility, employment, economic opportunity, education, health and other quality-of-life opportunities for all residents within the SCAG region	Not Applicable. RTP/SCS Policies 17 to 21 provide direction to City and regional agency staff and decision makers and is not applicable to the proposed Project.
18. Advocate for data sharing between the public and private sectors to effectively evaluate the services' benefits and impacts on communities while protecting data security and privacy	
19. Advocate for technology that is adaptive and responsive to ensure it remains up to date and meets the evolving needs of users and stakeholders	
20. Promote technology that has the capacity to facilitate economic growth, improve workforce development opportunities, and enhance safety and security	
21. Proactively monitor and plan for the development, deployment and commercialization of new technology as it relates to integration with transportation infrastructure	
Safety	
22. Eliminate transportation-related fatalities and serious injuries (especially those involving vulnerable road users, such as people, especially older adults and children, walking and biking) on the regional multimodal transportation system	Not Applicable. RTP/SCS Policy 22 provides direction to City and regional agency staff and decision makers and is not applicable to the proposed Project.
23. Integrate the assessment of equity into the regional transportation safety and security planning process, focusing on the analysis and mitigation of disproportionate impacts on disadvantaged communities	Not Applicable. RTP/SCS Policy 23 provides direction to City and regional agency staff and decision makers and is not applicable to the proposed Project. Additionally, according to mapping available from the California Environmental Protection Agency (CalEPA), the Project site is not located within a Senate Bill (SB) 535 Disadvantaged Community.
24. Support innovative approaches for addressing transit safety and security issues so that impacts to transit employees and the public are minimized and those experiencing issues (e.g., unhoused persons) are supported	Not Applicable. RTP/SCS Policy 24 provides direction to City and regional agency staff and decision makers and is not applicable to the proposed Project.
25. Support the use of transportation safety and system security data in investment decision-making, including consideration of new highway and transit/rail investments that would address safety and security needs	Not Applicable. RTP/SCS Policy 25 provides direction to City and regional agency staff and decision makers and is not applicable to the proposed Project.
Funding the System/Users Fees	
26. Promote stability and sustainability for core state and federal transportation funding sources	Not Applicable. RTP/SCS Policy 26 provides direction to City and regional agency staff and decision makers and is not applicable to the proposed Project.
27. Establish a user fee–based system that better reflects	Not Applicable. RTP/SCS Policy 27 provides direction to

2024-2050 RTP/SCS Regional Planning Policies	Project Consistency
the true cost of transportation, provides firewall protection for new and existing transportation funds, and represents equitable distribution of costs and benefits	City and regional agency staff and decision makers and is not applicable to the proposed Project. Additionally, a Project-specific Traffic Analysis was prepared for the Project and included as EIR Addendum *Technical Appendix L2*, which identifies improvements, fair share contributions, and fee contributions to the City's DIF and/or Transportation Uniform Mitigation Fee (TUMF) programs, compliance with which would ensure that all study area intersections would operate at an acceptable Level of Service (LOS).
28. Pursue funding tools that promote access to opportunity and support economic development through innovative mobility programs	Not Applicable. RTP/SCS Policies 28 to 31 provides direction to City and regional agency staff and decision makers and is not applicable to the proposed Project.
29. Promote national and state programs that include return-to-source guarantees while maintaining the flexibility to reward regions that continue to commit substantial local resources	
30. Leverage locally available funding with innovative financing tools to attract private capital and accelerate project delivery	
31. Promote local funding strategies that maximize the value of public assets while improving mobility, sustainability and resilience	
Communities	
Priority Development Areas	
32. Promote the growth of origins and destinations, with a focus on future housing and population growth, in areas with existing and planned urban infrastructure that includes transit and utilities	Not Applicable. RTP/SCS Policies 32 and 33 provide direction to City and regional agency staff and decision makers and is not applicable to the proposed Project.
33. Promote the growth of origins and destinations, in areas with a proclivity toward multimodal options like transit and active transportation, to reduce single occupant vehicle (SOV) dependency and vehicle miles traveled	
34. Seek to realize scale economies or a critical mass of jobs and destinations in areas across the region that can support non-SOV options and shorter trip distances, combined trips and reduced vehicle miles traveled	Not Applicable. RTP/SCS Policy 34 provides direction to City and regional agency staff and decision makers and is not applicable to the proposed Project.
Housing the Region	
35. Encourage housing development in areas with access to important resources and amenities (economic, educational, health, social and similar) to further fair housing access and equity across the region	Consistent. The Project would entail the development of 269 dwelling units on site, and all of the proposed residential units would have proximate access to City resources and amenities available within the developed portions of the City to the south and east of the Project site.
36. Encourage housing development in transit-supportive and walkable areas to create more interconnected and resilient communities	Consistent. The proposed Project consists of the logical extension of existing urban development in the local area, and the Project includes amenities, including parks, trails, and curb-separated sidewalks, that would promote non-vehicular modes of transportation.
37. Support local, regional, state and federal efforts to produce and preserve affordable housing while meeting	Not Applicable. RTP/SCS Policy 37 provides direction to City and regional agency staff and decision makers and is

2024-2050 RTP/SCS Regional Planning Policies	Project Consistency
additional housing needs across the region	not applicable to the proposed Project.
38. Prioritize communities that are vulnerable to displacement pressures by supporting community stabilization and increasing access to housing that meets the needs of the region	Not Applicable. RTP/SCS Policies 38 to 41 provide direction to City and regional agency staff and decision makers and are not applicable to the proposed Project.
39. Promote innovative strategies and partnerships to increase homeownership opportunities across the region with an emphasis on communities that have been historically impacted by redlining and other systemic barriers to homeownership for people of color and other marginalized groups	
40. Advocate for and support programs that emphasize reducing housing cost burden (for renters and homeowners), with a focus on the communities with the greatest needs and vulnerabilities	
41. Support efforts to increase housing and services for people experiencing homelessness across the region	
15-Minute Communities	
42. Promote 15-minute communities as places with a mix of complementary land uses and accessible mobility options that align with and support the diversity of places (or communities) across the region. These are communities where residents can either access their most basic, day-to-day needs within a 15-minute walk, bike ride or roll from their home or as places that result in fewer and shorter trips because of the proximity of complementary land uses	Consistent. The Project site is located in the City of Hemet with proximate access to jobs and services, and the Project incorporates trails and sidewalks to promote non-vehicular forms of transportation.
43. Support communities across the region to realize 15-minute communities through incremental changes that improve equity, quality of life, public health, mobility, sustainability, resilience and economic vitality	Not Applicable. RTP/SCS Policy 43 provides direction to City and regional agency staff and decision makers and is not applicable to the proposed Project.
44. Encourage efforts that elevate innovative approaches to increasing access to neighborhood destinations and amenities through an array of people-centered mobility options	Not Applicable. RTP/SCS Policy 44 provides direction to City and regional agency staff and decision makers and is not applicable to the proposed Project.
Equitable Engagement and Decision-Making	
45. Advance community-centered interventions, resources and programming that serve the most disadvantaged communities and people in the region, like Priority Equity Communities, with strategies that can be implemented in the short-to-long-term	Not Applicable. RTP/SCS Policies 45 to 47 provide direction to City and regional agency staff and decision makers and are not applicable to the proposed Project.
46. Promote racial equity that is grounded in the recognition of the past and current harms of systemic racism and one that advances restorative justice	
47. Increase equitable, inclusive, and meaningful representation and participation of people of color and disadvantaged communities in planning processes	
Environment	
Sustainable Development	
48. Promote sustainable development and best practices that enhance resource conservation, reduce resource	Consistent. As presented throughout this MND Addendum, the Project's impacts to the environment

2024-2050 RTP/SCS Regional Planning Policies	Project Consistency
consumption and promote resilience	would be less than significant or would be reduced to the maximum feasible extent with the implementation of mitigation measures. Additionally, the analysis presented herein in Subsection 4.1.6, *Energy*, with mandatory compliance with applicable federal and State regulations and requirements, including the provisions of the Title 24 Building Energy Standards, Project construction and operation would not result in the inefficient, wasteful, or unnecessary consumption of energy.
49. Support communities across the region to advance innovative sustainable development practices	Not Applicable. RTP/SCS Policy 49 provides direction to City and regional agency staff and decision makers and is not applicable to the proposed Project.
50. Recognize and support the diversity of communities across the region by promoting local place-making, planning and development efforts that advance equity, mobility, resilience and sustainability	Not Applicable. RTP/SCS Policy 50 provides direction to City and regional agency staff and decision makers and is not applicable to the proposed Project.
Air Quality	
51. Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts	Consistent with Applicable Components. As evaluated herein and in Subsections 4.1.3, *Air Quality*, and 4.1.8, *Greenhouse Gas Emissions*, the Project's emissions would be below the SCAQMD thresholds of significance for criteria pollutants, and the Project would not subject nearby sensitive emission receptors to substantial pollutant concentrations. The Project would be constructed in full compliance with the applicable Title 24 Energy Efficiency standards, and would promote non-vehicular forms of transportation.
52. Support investments that reduce hazardous air pollutants and greenhouse gas emissions	
53. Reduce the exposure and impacts of emissions and pollutants and promote local and regional efforts that improve air quality for vulnerable populations, including but not limited to Priority Equity Communities and the AB 617 Communities	
Clean Transportation	
54. Accelerate the deployment of a zero-emission transportation system and use near-zero-emission technology to offer short-term benefits where zero-emissions solutions are not yet feasible or commercially viable	Not Applicable. RTP/SCS Policies 54 to 57 provide direction to City and regional agency staff and decision makers and are not applicable to the proposed Project.
55. Promote equitable use of and access to clean transportation technologies so that all may benefit from them	
56. Consider the full environmental life cycle of clean transportation technologies, including upstream production and end of life as an important part of meeting SCAG's objectives in economic development and recovery, resilience planning and achievement of equity	
57. Maintain a technology-neutral approach in the study of, advancement of and investment in clean transportation technology	
Natural and Agricultural Lands Preservation	
58. Prioritize the climate mitigation, adaptation, resilience and economic benefits of natural and agricultural lands in the region	Not Applicable. RTP/SCS Policy 58 provides direction to City and regional agency staff and decision makers and is not applicable to the proposed Project.
59. Support conservation of habitats that are prone to hazards exacerbated by climate change, such as wildfires and flooding	Not Applicable. RTP/SCS Policy 59 provides direction to City and regional agency staff and decision makers and is not applicable to the proposed Project.

2024-2050 RTP/SCS Regional Planning Policies	Project Consistency
60. Support regional conservation planning and collaboration across the region	Not Applicable. RTP/SCS Policy 60 provides direction to City and regional agency staff and decision makers and is not applicable to the proposed Project.
61. Encourage the protection and restoration of natural habitat and wildlife corridors	Not Applicable. RTP/SCS Policy 49 provides direction to City and regional agency staff and decision makers and is not applicable to the proposed Project. Notwithstanding, the proposed Project would accommodate 67.03 acres of open space, which would serve to protect natural habitat and wildlife corridors within the SP 286 area.
62. Encourage the conservation and viability of agricultural lands to protect the regional and local food supply and ensure the sustainability of local agriculture as a vital part of the region's economy	Not Applicable. RTP/SCS Policy 49 provides direction to City and regional agency staff and decision makers and is not applicable to the proposed Project. In addition, the Project site contains no important agricultural lands under existing conditions (as discussed herein in Subsection 4.1.2).
63. Encourage policy development of the link between natural and agricultural conservation with public health	Not Applicable. RTP/SCS Policy 63 provides direction to City and regional agency staff and decision makers and is not applicable to the proposed Project.
Climate Resilience	
64. Prioritize the most vulnerable populations and communities subject to climate hazards to help the people, places and infrastructure that are most at risk for climate change impacts. In doing so, recognize that disadvantaged communities are often overburdened	Not Applicable. RTP/SCS Polices 64 to 68 provide direction to City and regional agency staff and decision makers, and are not applicable to the proposed Project.
65. Support local and regional climate and hazard planning and implementation efforts for transportation, land use, and other factors	
66. Support nature-based solutions to increase regional resilience of the natural and built environment	
67. Promote sustainable water use planning, practices and storage that improve regional water security and resilience in a drier environment	
68. Support an integrated planning approach to help local jurisdictions meet housing production needs in a drier environment	
Economy	
Goods Movement	
69. Leverage and prioritize investments, particularly where there are mutual co-benefits to both freight and passenger/commuter rail	Not Applicable. RTP/SCS Policies 69 to 73 provide direction to City and regional agency staff and decision makers and are not applicable to the proposed Project.
70. Prioritize community and environmental justice concerns, together with economic needs, and support workforce development opportunities, particularly around deployment of zero-emission and clean technologies and their supporting infrastructure	
71. Explore and advance the transition toward zero-emission and clean technologies and other transformative technologies, where viable	
72. Advance comprehensive, systems-level planning of corridor/supply chain operational strategies that is integrated with road and rail infrastructure and inland port	

2024-2050 RTP/SCS Regional Planning Policies	Project Consistency
concepts	
73. Ensure continued, significant investment in a safe, secure, clean and efficient transportation system – including both highways and rail – to support the intermodal movement of goods across the region	
Broadband	
74. Support ubiquitous regional broadband deployment and access to provide the necessary infrastructure and capability for Smart Cities strategies—to ensure the benefits of these strategies improve safety and are distributed equitably	Not Applicable. RTP/SCS Policies 74 to 79 provide direction to City and regional agency staff and decision makers and are not applicable to the proposed Project.
75. Develop networks that are efficient, scalable, resilient and sustainable to support transportation systems management, operations services and "tele-everything" strategies that reduce vehicle miles traveled, optimize efficiency and accommodate future growth of regional economies	
76. Encourage investments that provide access to digital activities that support educational, financial and economic growth	
77. Advocate for current, accurate data to identify opportunity zones and solutions that support the development of broadband services to community anchor institutions and local businesses	
78. Promote an atmosphere that allows for healthy competition and speed-driven innovative solutions while remaining technologically neutral	
79. Use a bottom-up approach to identify and support a community's broadband needs	
Universal Basic Mobility	
80. Encourage partnerships and policies to broaden safe and efficient access to a range of mobility services that improve connections to jobs, education and basic services	Not Applicable. RTP/SCS Policy 80 provides direction to City and regional agency staff and decision makers and is not applicable to the proposed Project. Notwithstanding, the intensity of development planned throughout the TCSP area would support future expansions of transit service in the local area, while the Project incorporates a trails and sidewalks to facilitate non-vehicular forms of transportation within and through the Project site.
81. Promote increased payment credentials for disadvantaged community members and the transition of cash users to digital payment technologies to address payment barriers	Not Applicable. RTP/SCS Policy 81 provides direction to City and regional agency staff and decision makers and is not applicable to the proposed Project.
Workforce Development	
82. Foster a positive business climate by promoting regional collaboration in workforce and economic development between cities, counties, educational institutions and employers	Not Applicable. RTP/SCS Policies 82 to 86 provide direction to City and regional agency staff and decision makers and are not applicable to the proposed Project.
83. Encourage inclusive workforce development that promotes upward economic mobility	
84. Support entrepreneurial growth with a focus on underrepresented communities	

2024-2050 RTP/SCS Regional Planning Policies	Project Consistency
85. Foster a resilient workforce that is poised to effectively respond to changing economic conditions (e.g., market dynamics, technological advances and climate change)	
86. Inform and facilitate data-driven decision-making about the region's workforce	
Tourism	
87. Consult and collaborate with state, county and local agencies within the region that are charged with promoting tourism and transportation	Not Applicable. RTP/SCS Policies 87 and 88 provide direction to City and regional agency staff and decision makers and are not applicable to the proposed Project.
88. Encourage the reduced use of cars by visitors to the region by working with state, county and local agencies (e.g., park services, transportation agencies) to highlight and increase access to alternative options, including transit, passenger rail and active transportation	

In addition, the Project Applicant would be required to pay the City of Hemet Development Impact Fees (DIF). The City's DIF program allocates funding for a variety of City services, including, but not limited to, bridge signals and thoroughfares. In addition, the Project Applicant would be required to contribute Transportation Uniform Mitigation Fees (TUMF) pursuant to Division 2, Article III, Chapter 58 of the City of Hemet Municipal Code, which would be conveyed to Western Riverside Council of Governments (WRCOG) to implement necessary improvements to regionally-significant roadways and highways.

Accordingly, based on the foregoing analysis, the proposed Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, and impacts would be less than significant. Therefore, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

TCSP MND Findings: Senate Bill 743 (SB 743) was passed in 2013, which required that by July 1, 2020, a project's transportation projects must be evaluated based on a Vehicle Miles Traveled (VMT) measure, instead of evaluating impacts based on LOS criteria. In January 2019, the Natural Resources Agency finalized updates to the State CEQA Guidelines including the incorporation of the SB 743 modifications. The Guidelines changes were approved by the Office of Administrative Law and are now in effect. Therefore, as of July 1, 2020, LOS can no longer be the basis for determining an environmental effect under CEQA, and the analysis of impacts to transportation is now based on VMT. As this threshold of significance addressing VMT was not in place at the time the TCSP MND was adopted, this threshold was not evaluated as part of the TCSP MND. Notwithstanding, the supporting materials for the TCSP MND disclosed a quantification of VMT. The VMT discussion was utilized in the calculation of air quality emissions only and was not addressed in the context of transportation-related impacts. Although the TCSP MND did not draw a conclusion under the topic of transportation, EIR No. 374 contained enough information about projected trip lengths associated with the proposed Specific Plan's traffic generation that with the exercise of reasonable diligence, information about the project's potential effect due to VMT on the topic of transportation was readily available to the public.

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** As noted above, State CEQA Guidelines § 15064.3(b) includes specific considerations for evaluating a project's transportation impacts using a VMT measure, instead of evaluating impacts based on LOS criteria, as required by SB 743. LOS was used as the

basis for determining the significance of traffic impacts as standard practice in CEQA documents for decades, including at the time the TCSP MND was adopted in 2005. In 2013, SB 743 was passed, which is intended to balance the need for LOS for traffic planning with the need to build infill housing and mixed-use commercial developments within walking distance of mass transit facilities, downtowns, and town centers, and to provide greater flexibility to local governments to balance these sometimes-competing needs. In January 2019, the Natural Resources Agency finalized updates to the State CEQA Guidelines including the incorporation of the SB 743 modifications. The State CEQA Guidelines changes were approved by the Office of Administrative Law and are now in effect. As such, as of July 1, 2020, LOS can no longer be the basis for determining an environmental effect under CEQA, and the analysis of impacts to transportation is now based on VMT.

State CEQA Guidelines § 15064.3(c) is clear that "[t]he provisions of [§ 15064.3] shall apply prospectively as described in [State CEQA Guidelines] section 15007." State CEQA Guidelines § 15007(c) specifically states: "[i]f a document meets the content requirements in effect when the document is sent out for public review, the document shall not need to be revised to conform to any new content requirements in Guideline amendments taking effect before the document is finally approved." As noted above, the Guidelines changes with respect to VMT took effect on July 1, 2020, while the TCSP MND was adopted in 2005. As such, and in accordance with State CEQA Guidelines §§ 15064.3(c) and 15007(c), revisions to the TCSP MND are not required under CEQA in order to conform to the new requirements established by State CEQA Guidelines § 15064.3.

Although not required by CEQA or the State CEQA Guidelines, a Project-specific VMT analysis was prepared for the Project by Urban Crossroads. This report is titled, "Tres Cerritos Vehicle Miles Traveled (VMT) Analysis" (herein, "VMT Analysis"), dated May 28, 2024, and included as MND Addendum *Technical Appendix L1* (Urban Crossroads, 2024). Provided below is a summary of the findings of the VMT Analysis.

VMT Screening

In order to address the provisions of State CEQA Guidelines § 15064.3(b), in May 2021 the City of Hemet adopted their "Traffic Impact Analysis Guidelines for CEQA & VMT" (herein, "City Guidelines"), to specify the required methodology for addressing a project's impacts due to VMT. The City Guidelines describe three types of screening that the City of Hemet will apply to effectively screen projects from the need to prepare a project-level VMT assessment. Consistent with screening thresholds identified in the City Guidelines, the Western Riverside Council of Governments (WRCOG) VMT Screening Tool (Screening Tool) was used to aid in the screening process. The City's adopted VMT screening steps are described in Table 34, *City of Hemet VMT Screening Criteria*, along with a determination of the Project's eligibility for each screening step. As indicated in Table 34, the Project is not eligible for VMT screening and consistent with City Guidelines, a VMT analysis is required. (Urban Crossroads, 2024, p. 2)

Traffic Modeling Methodology

Consistent with City Guidelines, VMT has been estimated using the Origin/Destination method and Boundary method. For both methods, VMT is presented as total VMT and VMT per Service Population (SP). Total VMT is an estimate of total vehicle travel and considers all vehicle trips and trip purposes; whereas VMT per SP is an efficiency metric that represents VMT generated on a typical weekday per person who lives and/or works in the

Table 34 City of Hemet VMT Screening Criteria

Screening Steps	Description	Result
1. Transit Priority Area (TPA) Screening	Projects located within a TPA (i.e., within a half mile of an existing major transit stop or an existing stop along a high-quality transit corridor) are presumed to have a less than significant impact on VMT.	Does not meet.
2. Low VMT Area Screening	Land use projects located within a low VMT-generating zone that can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area are presumed to have a less than significant VMT impact.	Does not meet.
3. Project Type Screening	Local-Serving Retail under 50,000 square feet, Local Essential Services, and projects generating less than 110 daily vehicle trips are presumed to have a less than significant impact on VMT.	Does not meet.

(Urban Crossroads, 2024, Table 1)

City of Hemet or in the case of the Project, per person who lives within the Project. Total VMT provides an estimate of the total vehicle travel, while VMT per SP measures the efficiency of travel. Consistent with City Guidelines, the efficiency metric VMT per SP has been adopted by the City of Hemet for transportation impact analysis. (Urban Crossroads, 2024, p. 2)

Origin/Destination VMT

The Origin/Destination (OD) method for calculating VMT sums all weekday VMT generated by trips with at least one trip end in the study area (i.e., Project boundary) and tracks those trips to their estimated origins/destinations. Origins are all vehicle trips that start in a specific traffic analysis zone (TAZ) and destinations are all trips that end in a specific TAZ. (Urban Crossroads, 2024, pp. 2-3)

Boundary VMT

The City Guidelines also acknowledge that the VMT analysis should also contain an evaluation of a project's effect on VMT, which can be performed using the boundary method of calculating VMT. The boundary method is the sum of all weekday VMT on the roadway network within a designated boundary (i.e., City boundary). The boundary method estimates VMT by multiplying vehicle trips on each roadway segment within the boundary by that segment's length. This approach consists of all trips, including those trips that do not begin or end in the designated boundary. Consistent with City Guidelines, the City of Hemet boundary was used as the boundary for this assessment. (Urban Crossroads, 2024, p. 3)

VMT Metric and Significance Threshold

City Guidelines state that for purposes of determining a potentially significant impact to transportation pursuant to CEQA:

> *A project would result in a significant project-generated impact if either of the following conditions are satisfied:*
>
> 1. *The baseline project-generated VMT per SP exceeds the City of Hemet baseline VMT per SP, or*
> 2. *The cumulative project-generated VMT per SP exceeds the City of Hemet baseline VMT per SP.*
>
> *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 boundary citywide VMT per SP increases under the plus project condition compared to the no project condition, or*
2. *The cumulative link-level boundary citywide VMT per SP increases under the plus project condition compared to the no project condition.*

To make a project-generated impact determination, the City of Hemet's baseline VMT per SP was calculated using the RIVCOM model. As shown in Table 35, *City of Hemet Baseline VMT per SP*, the City of Hemet's baseline VMT per SP has been calculated as 24.4. (Urban Crossroads, 2024, p. 3)

Table 35 City of Hemet Baseline VMT per SP

VMT and Service Population	Baseline
Total VMT	2,846,491
Service Population (SP)	116,185
VMT per SP	24.4

(Urban Crossroads, 2024, Table 2)

VMT Estimates

To estimate Project-generated VMT, land use information such as number of dwelling units (du) must first be converted into a RIVCOM compatible dataset. The RIVCOM model utilizes socio-economic data (SED) (e.g., households, population and employment) for the purposes of vehicle trip estimation. The Project's SED is then isolated within the Project's TAZ. The population conversion factor was derived from the latest census information consistent with the dataset used in the City of Hemet General Plan Housing Element. Table 36, *Land Use Data Summary*, summarizes the SED inputs used to represent the Project. (Urban Crossroads, 2024, pp. 3-4)

Table 36 Land Use Data Summary

Land Use	Quantity	Population Density Factor	Population
Residential	279 du	2.87 persons per household	801

(Urban Crossroads, 2024, Table 3)

Project-Generated VMT

VMT estimates for the Project were extracted from RIVCOM using the OD trip matrices, which includes Project-generated VMT for all vehicle trips and trip purposes. The VMT estimates calculated for both baseline and cumulative conditions along with a comparison to the City's adopted impact threshold are presented in Table 37, *Project-Generated VMT*. RIVCOM outputs for each scenario can be found in Attachment B to the Project's VMT Analysis (*Technical Appendix L1*). As shown in Table 37, the Project is not forecast to exceed the City's adopted impact threshold under either baseline or cumulative conditions, indicating that impacts due to VMT would be less than significant.

Project Effect on VMT

Table 38, *Boundary VMT*, presents an assessment of the Project's effect on VMT using the boundary method. The Project's effect on VMT is measured by comparing Citywide VMT per service population without and with the proposed Project for both baseline and cumulative conditions. As presented in Table 38, the Project is not forecast to cause Citywide VMT per SP to increase for either baseline or cumulative conditions. As shown in Table 38, the boundary VMT per SP was found to remain unchanged or decrease under "with Project" conditions. As such, Project impacts using the boundary method would be less than significant (Urban Crossroads, 2024, p. 4)

Table 37 Project-Generated VMT

	Baseline	Cumulative
Service Population (SP)	801	801
Total OD VMT	5,469	55,375
OD VMT per SP	6.8	6.7
City Threshold	24.4	24.4
Potentially Significant?	No	No

(Urban Crossroads, 2024, Table 4)

Table 38 Boundary VMT

	Baseline		Cumulative	
Scenario	No Project	With Project	No Project	With Project
SP	116,188	116,989	159,537	160,338
Boundary VMT	803,599	804,528	1,094,144	1,094,706
VMT per SP	6.9	6.9	6.9	6.8
Change in VMT per SP	0.0		-0.1	
Potentially Significant?	No		No	

(Urban Crossroads, 2024, Table 5)

Conclusion

Based on the results of the Project's VMT analysis, the following findings can be made:

- The Project was evaluated against adopted screening criteria as outlined in the City Guidelines. The Project was not found to meet any available screening criteria, and a Project-level VMT analysis was performed.
- Project-generated VMT estimates were calculated using RIVCOM and were found to not exceed the City's VMT per SP threshold and would result in a less-than-significant VMT impact.
- The Project's effect on VMT was found to remain unchanged or decrease in the With Project scenario as compared to the No Project scenario. As such, the Project's effect on VMT was found to be less than significant.

Based on the preceding analysis, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

TCSP MND Findings: **No Impact.** The TCSP MND found that the TCSP project would not result in increased hazards due to a design feature or incompatible uses as site access did not include roadways with sharp curves, dangerous intersections, site distance features, or other hazardous roadway features, as determined by the City of Hemet. (Hemet, 2005, p. 49)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** The Project would entail development of the 190.1-acre Project site with 269 dwelling units, along with recreational, detention basin, and open space land uses. The Project site is located in an area that is developed with and/or is planned for future

development with residential uses. As such, the Project would be considered compatible with existing and planned development in the surrounding area, and the Project would not substantially increase hazards due to incompatible land uses. As described in subsection 3.1.2.b), roadway improvements proposed as part of the Project would be limited to the construction of on-site roadways and frontage improvements along Celeste Road. Improvements proposed by the Project Applicant generally are consistent with the circulation plan evaluated as part of the TCSP MND. All improvements planned as part of the Project would be in conformance with applicable City of Hemet roadway standards, would not result in any hazards due to a design feature, and would not result in inadequate emergency access. Accordingly, impacts would be less than significant. Therefore, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

d) Result in inadequate emergency access?

TCSP MND Findings: **Less-than-Significant Impact.** The TCSP MND found that the TCSP site would not result in inadequate emergency access because roadways providing access to the TCSP site would be improved, which in turn would improve local emergency access to the surrounding community. The TCSP MND noted that the TCSP project would be required to comply with the emergency access requirements of the City of Hemet Fire Department, as well as with the Hemet Police Department. The TCSP MND noted that construction operations would have the ability to temporarily impede traffic flow along access roadways, but impacts would be alleviated through traffic control devices maintained by the contractor and the use of detours as necessary. Thus, the TCSP MND concluded that a less-than-significant impact would occur. (Hemet, 2005, p. 50)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** Although the Project Applicant proposes frontage improvements to Celeste Road, the Project Applicant would be required to implement traffic control measures to preclude impacts to operations of this roadways during the construction of improvements. Additionally, pursuant to Chapter 14, Article II, Division 10 (California Fire Code) and Chapter 70, Article V (Tentative Maps) of the City of Hemet Municipal Code, the City of Hemet reviewed the Project's application materials to ensure that adequate access has been accommodated in accordance with all City, Hemet Fire Department, and Hemet Police Department requirements. There are no components of the proposed Project that would result in inadequate emergency access either to the Project site or to surrounding areas. Accordingly, and consistent with the finding of the TCSP MND, impacts would be less than significant. Therefore, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

4.1.18 Tribal Cultural Resources

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the Project:				
a. 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 defines in terms of the size and scope of the landscape, sacred place, or object with cultural	☐	☐	☐	☒

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
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)?				
b. 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 defines 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 for the criteria set forth in (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)	☐	☐	☐	☒

ENVIRONMENTAL ANALYSIS

a) Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defines 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)?

b) Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defines 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 for the criteria set forth in (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)

TCSP MND Findings: Assembly Bill 52 (AB 52) was signed into law in 2014 and added the above-listed thresholds to Appendix G of the State CEQA Guidelines. Thus, at the time the TCSP MND was adopted in 2005, AB 52 was not in place and the TCSP MND did not evaluate these thresholds. Notwithstanding, the TCSP MND included an extensive analysis of potential impacts to cultural resources. As previously indicated herein in subsection 4.1.5,

although no significant historic or archaeological resources were identified on site, the TCSP MND determined that buildout of the TCSP would have the potential to result in impacts to cultural resources that may be buried beneath the site's surface. As such, the TCSP MND imposed Mitigation Measures CR-1 through CR-13, which generally required monitoring during grading activities as well as avoidance of three resources on site and preservation of these resources in open space. With mitigation, the TCSP MND concluded that impacts to archaeological and historical resources would be reduced to less-than-significant levels.

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** Thresholds a) and b) for Tribal Cultural Resources were added to the State CEQA Guidelines in 2014 following the enactment of AB 52. The provisions of AB 52 are applicable to projects that require a negative declaration, mitigated negative declaration, or environmental impact report. As demonstrated by the analysis throughout this MND Addendum, all impacts of the proposed Project are within the scope of analysis of the previously-adopted TCSP, and as such the proposed Project does not require a negative declaration, mitigated negative declaration, or environmental impact report. Therefore, the provisions of AB 52 are not applicable to the proposed Project. Although the Project is not subject to tribal consultation under AB 52, the proposed Project does include an application for Amendment No. 4 to the TCSP, and as such the Project is subject to the Native American consultation pursuant to the provisions of Senate Bill 18 (SB 18). In accordance with the provisions of SB 18, TO BE COMPLETED FOLLOWING TRIBAL CONSULTATION BY CITY OF HEMET. Accordingly, Project impacts to tribal cultural resources would be less than significant requiring no additional mitigation beyond the mitigation measures identified by the TCSP MND for impacts to cultural resources (as listed herein in subsection 4.1.5). Therefore, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

4.1.19 Utility and Service Systems

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the Project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
d. Generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

ENVIRONMENTAL ANALYSIS

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects?

TCSP MND Findings: **Less-than-Significant Impact**. The TCSP MND indicated that the Eastern Municipal Water District (EMWD) would provide water and wastewater services to the TCSP site. The TCSP MND noted that there were two EMWD water tanks, with a combined storage capacity of 1.5 million gallons, located just north of the TCSP area. The TCSP MND also noted that wastewater from the TCSP project was to be treated at the Perris Regional Water Reclamation Facility, which at the time had a capacity of 11 million gallons per day (MGD) and was processing 10 MGD, with plans for expansion to 22 MGD in 2008. The TCSP MND noted that the EMWD confirmed its ability to serve the TCSP project, and as such the TCSP MND concluded that impacts would be less than significant. (Hemet, 2005, p. 51)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** The Project proposes water, recycled water, sewer, stormwater drainage, and electrical infrastructure on-site that would connect to existing site-adjacent facilities. The installation of water, recycled water, sewer lines, and stormwater drainage systems on and adjacent to the Project site as proposed would result in physical impacts to the surface and subsurface of infrastructure alignments. As described in subsection 3.1.1.c) and d), as part of TCSPA4 a potable water system is proposed within internal streets on site that would consist of 8-inch water lines that would connect to the existing EMWD 36-inch water main line in Celeste Road. A secondary point of connection is proposed on site at Becerra Drive at Burgos Drive where a connection to the existing EMWD 36-inch water transmission line is proposed. In addition, a new 8-inch recycled water line is proposed to extend northerly from the existing recycled water line in Devonshire Avenue within Myers Street, westerly within Celeste Road, and northerly within Burgos Drive where it would terminate at the proposed park within Planning Area 6B. The Project also would entail the construction of a series of 8-inch gravity sewer lines would be installed in the on-site roadways, which would convey flows southerly to Celeste Road and westerly to the proposed point of connection with the existing 15-inch sewer line at Old Warren Road. Additionally, the Project would require the installation of storm drain inlets, catch basins, and storm drain line within proposed on-site roadways, in addition to the construction of three detention basins on site and a proposed stormwater conveyance line beneath Celeste Road. Finally, it is anticipated that electric service is available in the local area, and that any improvements needed to serve the Project with electricity would occur within the limits of impact already evaluated herein. Impacts associated with the provision of water, recycled water, wastewater, drainage, and electrical services to the Project site have been evaluated throughout this MND Addendum, which concludes that impacts would be less than significant or would be reduced to less-than-significant levels with implementation of the TCSP MND mitigation measures, standard City of Hemet

Conditions of Approval, or standard regulatory requirements. There are no components of the Project's water, recycled water, wastewater, drainage, or electrical connections that would result in environmental effects not already addressed herein. Accordingly, Project impacts due to the construction of on- and off-site utilities and facilities would result in a less-than-significant impact.

Wastewater that would be generated by the Project would be conveyed to EMWD's system of sewage line and through a series of inter-connections between the City's system and EMWD's system. All wastewater generated within the City is treated at the EMWD's San Jacinto Regional Water Reclamation Facility (SJRWRF), located approximately 2.0 miles north of the Project site. According to information available from EMWD, as of January 2021 the SJRWRF received typical daily flows of approximately 7 million gallons per day (gpd), while the SJRWRF currently has a capacity for approximately 14 million gpd with an ultimate capacity of 27 million gpd. (EMWD, 2021b) Based on the wastewater generation rates cited by the City of Hemet General Plan 2030 Final Environmental Impact Report (SCH No. 2010061088), residential uses generate a demand for approximately 100 gallons per person per day (Hemet, 2012a, Table 4.14-6). As indicated herein in subsection 3.2.2.b), the Project is anticipated to generate a future population on site of approximately 751 persons. Accordingly, the Project's anticipated 751 residents would generate a demand for approximately 75,100 gpd of wastewater requiring treatment (751 persons x 100 gpd/person = 75,100 gpd). The Project's wastewater generation represents approximately 1.1% of the SJRWRF current available treatment capacity of 7 million gpd, and approximately 0.38% of the ultimate excess capacity of 20 million gpd. Accordingly, adequate capacity exists at the SJRWRF to serve the Project's projected demand and construction of additional wastewater treatment facilities would not be required.

Based on the foregoing analysis, and consistent with the conclusions reached by the TCSP MND, the Project would not require or result in the construction of new or expanded facilities to provide water, recycled water, sewer lines, stormwater drainage, and wastewater treatment beyond the Project's proposed on-site and site-adjacent improvements as described herein in Section 3.0. Impacts associated with the construction of facilities for water, recycled water, sewer lines, and stormwater drainage facilities have been evaluated throughout this MND Addendum, which concludes that impacts would be less than significant or would be reduced to less-than-significant levels with implementation of the TCSP MND mitigation measures, standard County COAs, or standards regulatory requirements. There are no components of the Project's water, recycled water, sewer lines, or stormwater drainage infrastructure that would result in environmental effects not already addressed herein. Accordingly, impacts due to construction of facilities for water, recycled water, sewer lines, stormwater drainage service would be less than significant. Based on the foregoing analysis, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

TCSP MND Findings: **Less-than-Significant Impact**. The TCSP MND noted that the TCSP project would require domestic water supply due to increased population in the area. The TCSP MND disclosed that water supply is available to serve the proposed project as identified in EMWD' s 2000 Urban Water Management Plan (UWMP). The TCSP MND noted that EMWD would provide water services to the proposed TCSP project from existing entitlements and resources. Thus, the TCSP MND concluded that the TCSP project would have a less-than-significant impact on EMWD' s ability to serve the site. (Hemet, 2005, pp. 51-52)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** Water service to the Project site would be provided by the Eastern Municipal Water District (EMWD). On July 1, 2021, the EMWD adopted its Urban Water Management Plan (UWMP), which forecasts water demands and supplies under normal, single-dry,

and multiple-dry year conditions; assesses supply reliability; and describes methods of reducing demands under potential water shortages (EMWD, 2021a, p. 2-1). The forecasts used in the UWMP to project future water demands are based, in part, on the land use designations of local general plans (EMWD, 2021a, p. 4-4). Although the proposed Project would increase the number of residential dwelling units allowed in Tres Cerritos West by 92 homes, from 177 homes to 269 homes, the land uses proposed as part of the Project are fully consistent with the Project site's adopted General Plan land use designation of "LDR – Low Density Residential (2.1-5.0 du/ac)." Thus, the land uses proposed as part of the Project are fully consistent with the demand forecasts included in EMWD's UWMP. Furthermore, on August 5, 2025, the EMWD issued a Will Serve letter, indicating its ability to serve the Project's anticipated water demands. The letter from EMWD is included as *Technical Appendix N*. (EMWD, 2025) Therefore, because the Project is consistent with the EMWD demand projections, and because the UWMP demonstrates EMWD's ability to provide water service within its service area during normal, dry and multiple dry years, it can be concluded that the EMWD would have sufficient water supplies available to serve the project and reasonably foreseeable future development. Impacts would be less than significant. Therefore, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

TCSP MND Findings: **Less-than-Significant Impact**. The TCSP MND disclosed that EMWD would provide wastewater services to the TCSP project. The TCSP noted that wastewater generated from the TCSP project would be treated at the Perris Regional Water Reclamation Facility (PRWRF), which the TCSP MND noted had a then-current capacity of 11 million gpd and was processing 10 million gpd at that time. The TCSP MND noted that the PRWRF facility may be expanded to accommodate 22 MGD in 2008. The TCSP MND concluded that impacts to wastewater treatment would be less than significant because EMWD indicated the ability to serve the TCSP project. (Hemet, 2005, p. 51)

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** As noted above under the discussion and analysis of Threshold 4.1.19.a), wastewater that would be generated by the Project would be conveyed to EMWD's system of sewage line and through a series of inter-connections between the City's system and EMWD's system. All wastewater generated within the City is treated at the EMWD's San Jacinto Regional Water Reclamation Facility (SJRWRF), located approximately 2.0 miles north of the Project site. According to information available from EMWD, as of January 2021 the SJRWRF received typical daily flows of approximately 7 million gallons per day (gpd), while the SJRWRF currently has a capacity for approximately 14 million gpd with an ultimate capacity of 27 million gpd. (EMWD, 2021b) Based on the wastewater generation rates cited by the City of Hemet General Plan 2030 Final Environmental Impact Report (SCH No. 2010061088), residential uses generate a demand for approximately 100 gallons per person per day (Hemet, 2012a, Table 4.14-6). As indicated herein in subsection 3.2.2.b), the Project is anticipated to generate a future population on site of approximately 751 persons. Accordingly, the Project's anticipated 751 residents would generate a demand for approximately 75,100 gpd of wastewater requiring treatment (751 persons x 100 gpd/person = 75,100 gpd). The Project's wastewater generation represents approximately 1.1% of the SJRWRF current available treatment capacity of 7 million gpd, and approximately 0.38% of the ultimate excess capacity of 20 million gpd. Accordingly, and consistent with the conclusion reached by the TCSP MND, the proposed Project would not result in a determination by the wastewater treatment provider which serves or may serve the Project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments, and as such impacts would be less than significant. Therefore, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

d) Generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals?

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

TCSP MND Findings: Less-than-Significant Impact. The TCSP MND noted that the TCSP project would generate additional solid waste that must be disposed of in sanitary landfills. The TCSP MND indicated that solid waste generated in the City of Hemet was transported to the Riverside County Lamb Canyon Sanitary Landfill located on State Highway 79 in the City of Beaumont. At the time the TCSP MND was adopted, the Lamb Canyon Landfill was permitted to accept 3,000 tons of solid waste per day. The TCSP MND noted that the total household waste disposal for the City was 13,096 tons per year. Using a residential daily disposal rate of 1.2 lbs. per person per day, the TCSP MND calculated that the TCSP project would generate an additional 427 to 640 lbs. of household waste per day (assuming two to three persons per household). The TCSP MND concluded that the TCSP's impact on solid waste generation would be less than significant because existing facilities at that time could accommodate the additional volume of waste. In addition, the TCSP MND concluded that the TCSP project's development complied with all federal, State, and local solid waste regulations. In accordance with the Integrated Waste Management Act, the TCSP MND noted that the TCSP project was required to work with future contract refuse haulers to implement recycling and waste reduction programs. Thus, the TCSP MND concluded that impacts would be less than significant. (Hemet, 2005, p. 52)

TCSP MND Addendum Findings: No Substantial Change from Previous Analysis. Solid waste generated by the Project ultimately would be disposed of at the El Sobrante Landfill, Lamb Canyon Landfill, and/or Badlands Landfill. The existing capacities of these landfills are discussed below.

The El Sobrante Landfill is located at 10910 Dawson Canyon Road in Corona and is privately owned and operated by USA Waste Services of California, Inc. According to the California Department of Resources Recycling and Recovery (CalRecycle) the El Sobrante Landfill accepts tires, mixed municipal waste, contaminated soil, and construction/demolition waste. The El Sobrante Landfill is permitted to accept 16,054 tons per day (tpd) and, as of May 2023, had a remaining capacity of 121,083,583 cubic yards (cy), and a cease operation date of January 1, 2051. Data from March 2025 indicates that the El Sobrante Landfill received an average of 9,573 tpd of solid waste, reflecting an excess daily capacity of approximately 6,481 tpd. (CalRecycle, n.d.)

The Badlands Sanitary Landfill is located at 31125 Ironwood Avenue in Moreno Valley and is operated by the Riverside County Department of Waste Resource. According to CalRecycle, the Badlands Sanitary Landfill accepts wood waste, tires, sludge, mixed municipal, metals, liquid waste, inert, industrial, green materials, dead animals, contaminated soil, construction/demolition, ash, asbestos, and agricultural waste. The Badlands Sanitary Landfill is permitted to accept 5,000 tpd and as of June 2022 had a remaining capacity of 4,900,000 cubic yards. The Badlands Sanitary Landfill has a cease operation date of January 2059. Data from March 2025 indicates that the Badlands Sanitary Landfill received an average of approximately 2,092 tpd, reflecting an excess daily capacity of approximately 2,908 tpd. (CalRecycle, n.d.)

The Lamb Canyon Sanitary Landfill is located at 16411 State Highway 79 in Beaumont and is operated by the Riverside County Department of Waste Resources. According to CalRecycle, the Lamb Canyon Sanitary Landfill accepts tires, sludge, mixed municipal, metals, liquid waste, inert, industrial, green materials, dead animals, contaminated soil, construction/demolition, ash, asbestos, and agricultural waste. The Lamb Canyon Sanitary Landfill is permitted to accept 5,000 tons per day and as of September 2020 has a remaining capacity of 14,540,000 cubic yards. The Lamb Canyon Sanitary Landfill has a cease operation date of April 2032. Data from March 2025

indicates that the Lamb Canyon Sanitary Landfill received an average of approximately 1,883 tpd, reflecting an excess capacity of 3,117 tpd.

The proposed Project evaluated herein would result in an increase the number of residential dwelling units allowed in the TCSP by 92 homes, from 177 homes to 269 homes. Based on the solid waste generation rate assumed by the TCSP MND of 1.2 pounds of solid waste per person per day, the Project's anticipated 751 residents would result in the generation of approximately 901.2 pounds per day of solid waste, or approximately 0.45 tons per day (tpd). The Project's anticipated daily generation of solid waste represents less than 0.01% of the excess daily capacity at the El Sobrante Landfill, approximately 0.02% of the excess daily capacity at the Badlands Sanitary Landfill, and approximately 0.01% of the excess daily capacity at the Lamb Canyon Sanitary Landfill. Accordingly, solid waste generated by the proposed Project would not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure, and impacts would be less than significant. Therefore, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

4.1.20 Wildfire

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
Would the Project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollution concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

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a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

TCSP MND Findings: Less-than-Significant Impact. The TCSP MND concluded that the City of Hemet had not formally adopted an emergency response or evacuation plan. Therefore, the TCSP MND concluded that the TCSP project would have a less-than significant impact due to a conflict with such plans. (Hemet, 2005, p. 35)

TCSP MND Addendum Findings: No Substantial Change from Previous Analysis. As previously discussed herein under the analysis of Threshold 4.1.9.f), the City of Hemet Emergency Operations Plan (EOP), adopted in 2013, establishes procedures for emergency response and evacuation within the City. The EOP provides a framework for coordinating emergency services, including law enforcement, fire protection, and public works, to ensure effective response during natural disasters, hazardous materials incidents, and other emergencies. Based on the review of the City of Hemet's 2013 Emergency Operations Plan (EOP), the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The EOP outlines protocols for emergency preparedness, response, and recovery, including evacuation procedures and coordination between agencies to ensure public safety, but does not identify any measures or procedures related to the Project or the Project site. (Hemet, 2013) Additionally, the Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. Under long-term operational conditions, the Project would be required to maintain adequate emergency access for emergency vehicles on-site as required by the City of Hemet. Furthermore, the Project Applicant does not propose nor require major roadway improvements that could interfere with traffic operations on roadways abutting the Project site; thus, the Project would not result in a substantial alteration to the design or capacity of any existing public road that would impair or interfere with the implementation of evacuation procedures. Because the Project would not interfere with an adopted emergency response or evacuation plan, and consistent with the conclusion reached by the TCSP MND, impacts would be less than significant. Therefore, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollution concentrations from a wildfire or the uncontrolled spread of a wildfire?

TCSP MND Findings: Less-than-Significant Impact with Mitigation Incorporated. The TCSP MND concluded that the open space located along the periphery of proposed residential homes contained native vegetation that could be susceptible to wildland fires. In addition, the TCSP MND noted that the increased population in the area would increase the possibility of fires occurring from human-induced methods. In terms of fire services, the TCSP MND noted that City of Hemet Fire Station# 3 was located at 4110 W. Devonshire and was located within a five-minute response time to provide fire suppression services to the site. In addition, the TCSP MND noted that the California Department of Forestry operates fire suppression tankers at Hemet-Ryan Airport, which would be available to serve the TCSP area in response to hillside fires. Due to the availability of nearby services, the TCSP MND concluded that impacts due to wildland fire hazards would be reduced to less-than-significant levels with the implementation of Mitigation Measures H-1 and H-2, generally providing specifications for roofing materials and construction. (Hemet, 2005, p. 35)

TCSP MND Addendum Findings: No Substantial Change from Previous Analysis. As previously noted, a Fire Protection Plan (FPP) was prepared for the Project by Firewise 2000, Inc. (herein "Firewise"). This report is titled, "Fire Protection Plan, TTM 31513, Tres Cerritos," is dated August 3, 2022, and is included as *Technical Appendix M* (Firewise, 2022).

As previously discussed herein under the analysis of Threshold 4.1.9.g), and consistent with the findings of the TCSP MND, all future dwelling units constructed on site would be required to be constructed with non-combustible roofing materials in order to reduce the potential for ignition from embers in the event of a wildfire. The FPP also notes that all structures would need to be constructed in a manner that avoids unscreened openings that could be a source for embers to enter a structure. The FPP also includes a Fuel Management Plan (FMP), which has been included within Subsection IV.G, *Fuel Modification Plan*, of the proposed TCSPA4, which also includes a conceptual fuel modification plan. The Project's proposed fuel modification plan previously was depicted on Figure 24. As shown on Figure 24, the Project's FMP would establish four separate fuel treatment zones, each of which are described below:

- Fuel Treatment Zone 1A (Lot Owner Maintained): Fuel Treatment Zone 1A would be 30 feet in depth, commonly referred to as the defensible space zone, and would be required to be free of all combustible construction and materials. This zone is measured from the exterior walls of the structure or from the most distal point of a combustible projection, an attached accessory structure, or an accessory structure within 10 feet of a habitable structure. It provides the best protection against the high radiant heat produced by a wildfire and a generally open area in which fire suppression forces can operate during wildfire events. This zone includes a level or level-graded area around the structure that would be cleared of all existing vegetation and sold to the new homeowners as bare soil. If replanted by the homeowner, plantings are required to be irrigated and shall consist of drought tolerant, fire resistant lawns, ground covers, and low growing shrubs. All plantings within this zone would be required to exclude all plants from the prohibited plant list that is included as Appendix A to the Project's FPP (*Technical Appendix M*). Combustible decks, patio covers and gazebos would be prohibited in this zone.
- Fuel Treatment Zone 1B (Lot Owner Maintained): Fuel Treatment Zone 1B would consist of an irrigated zone that includes manufactured slopes and would have the same landscaping and maintenance requirements as described above for Zone 1A.
- Fuel Treatment Zone 2 (HOA Maintained): Fuel Treatment Zone 2 would consist of an irrigated zone that includes manufactured slopes and has the same landscaping and maintenance requirements as Zone 1A.
- Fuel Treatment Zone 3 (HOA Maintained): Fuel Treatment Zone 3 is a transition area between the strict requirements of irrigated Zones 1A, 1B and 2 and the undisturbed native vegetation, and would consist of a non-irrigated thinning zone beginning at the outer edge of the concrete drainage swales proposed along the slopes at the outer edges of the proposed development. Coupled with Zones 1A, 1B, Zone 2 and the concrete swale, Fuel Treatment Zone 3 would complete the required 100 feet of treated area. Thinning zones are utilized to reduce the fuel load of a wildland area adjacent to urban projects thereby reducing the radiant and convective heat of wildland fires. The intent is to achieve and maintain an overall 50 percent reduction of the canopy cover spacing, a 50 percent reduction of the original fuel loading, and removal of all dead and dying plant material. Native annual and perennial grasses would be allowed to grow and produce seed during the winter and spring. As grasses begin to cure (dry out), they would be required to be cut to 4 inches or less in height.

The above-required Fuel Treatment Zones have been incorporated into Subsection IV.G of proposed TCSPA4. In addition, as part of the Project's conditions of approval, the City of Hemet also would require future notification of individual homeowners regarding the maintenance and landscaping requirements for Fuel Treatment Zones 1A and 1B. Mandatory compliance with the fuel management requirements specified by proposed TCSPA4, the Project's FPP, and the Project's conditions of approval would ensure that the proposed Project is developed in a manner that would not expose Project occupants to, pollution concentrations from a wildfire or the uncontrolled spread of a wildfire. Consistent with the findings of the TCSP MND, impacts would be reduced to less-than-

significant levels. Therefore, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

TCSP MND Findings: Although this issue was not evaluated in the TCSP MND, the TCSP MND contained enough information that with the exercise of reasonable diligence, information about the TCSP project's potential impacts due to fire protection-related infrastructure was readily available to the public.

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** As discussed above under the analysis of Threshold 4.1.20.b), and as previously depicted on Figure 24, the Project has been designed to accommodate a minimum of 100 feet of Fuel Treatment Zones. However, and as shown on Figure 24, the Project's Fuel Treatment Zones all have been designed to occur within the limits of physical impacts evaluated throughout this MND Addendum, and no portion of the Project's Fuel Treatment Zones would extend beyond the limits of impacts anticipated herein. Impacts associated with the Project's physical limits of disturbance were fully evaluated in the TCSP MND and have been addressed herein under the appropriate subject headings (e.g., biological resources, cultural resources, etc.) within this MND Addendum. There are no components of the Project's future Fuel Treatment Zones that would result in new or increased impacts to the environment beyond what was evaluated and disclosed by the TCSP MND or this MND Addendum. Accordingly, impacts due to Fuel Treatment Zones would be reduced to less-than-significant levels with mandatory compliance with the mitigation measures identified by the TCSP MND. Therefore, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified in the TCSP MND.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

TCSP MND Findings: Although this issue was not evaluated in the TCSP MND, the TCSP MND contained enough information that with the exercise of reasonable diligence, information about the TCSP project's potential impacts due to fire protection-related infrastructure was readily available to the public.

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** The proposed Project occurs at the base of the Tres Cerritos Hills, and there is a potential for flood hazards and/or landslides that could result from the uncontrolled spread of a wildfire in the local area. However, and as described herein in subsection 3.1.1.d), the Project's drainage system has been designed to accommodate not only runoff that would be generated on the Project site, but also to collect and convey storm water flows that are tributary to the site. Flows from the Tres Cerritos Hills would be conveyed through the Project site by the Project's on-site storm drain lines and/or v-ditches that are planned to convey flows towards the south. In addition, and as is typical with hills in western Riverside County, the Tres Cerritos Hills are grossly stable and are underlain by relatively shallow bedrock, portions of which consist of rock outcrops, and as such it is unlikely that there would be post-fire slope instability as a result of a wildfire in the local area. Accordingly, the proposed Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes, and impacts would be less than significant. Therefore, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified in the TCSP MND.

4.1.21 Mandatory Findings of Significance

	New Significant Impact	*More Severe Impacts*	*New Ability to Substantially Reduce Significant Impact*	*No Substantial Change from Previous Analysis*
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

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a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** The TCSP MND determined that all impacts associated with buildout of the TCSP would be less than significant or would be reduced to less-than-significant levels with implementation of the TCSP MND mitigation measures. The Project would not result in any new or increased impacts due to degradation of the quality of the environment, due to causing a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or an8imal community, due to impacts to the range of rare or endangered plant or animals, or due to the elimination of important examples of the major periods of California history or prehistory. Specifically, the analysis in subsection 4.1.4 (Biological Resources) concludes that wall Project impacts to biological resources would be less than significant with implementation of the mitigation measures identified by the TCSP MND. In addition, the analysis presented in subsection 4.1.5 demonstrates that the Project's impacts to cultural resources, including historical resources, would be reduced to less-than-significant levels with implementation of the mitigation measures identified by the TCSP MND. Accordingly, the Project would not substantially degrade the quality of the environment, substantially reduce the habit of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels,

threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Therefore, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

TCSP MND Addendum Findings: **No Substantial Change from Previous Analysis.** Cumulative effects that would result from implementation of the Project have been evaluated throughout this MND Addendum, which concludes that such impacts would not occur, would be less than significant, or would be reduced to a level below significant with implementation of the mitigation measures specified by the TCSP MND, standard City conditions of approval, and/or regulatory requirements. Additionally, this MND Addendum concludes that the Project as proposed would not result in any new or more severe cumulative effects beyond what was already evaluated and disclosed by the TCSP MND. All applicable mitigation measures identified as part of the TCSP MND and that were imposed to address cumulatively-considerable effects would continue to apply to the proposed Project as revised. The analysis throughout this MND Addendum demonstrates that all Project impacts would be less than significant, or would be reduced to a level below significant with implementation of the TCSP MND mitigation measures. Additionally, the analysis herein demonstrates that physical impacts associated with the Project (e.g., biological resources, cultural resources, geology/soils, etc.) would not substantially change or increase compared to the analysis presented in the TCSP MND. Accordingly, because the Project would have similar or reduced cumulative impacts to the environment as compared to what was evaluated and disclosed in the TCSP MND, and assuming implementation of Mitigation Measure N-2 addressing potential traffic-related noise impacts, the Project would not result in any new or increased impacts to the environment beyond what was evaluated, disclosed, and mitigated for by the TCSP MND. Therefore, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

TCSP MND Findings: **No Substantial Change from Previous Analysis.** The Project's potential to result in substantial adverse effects on human beings has been evaluated throughout this MND Addendum (e.g., Air Quality, Geology/Soils, Noise, etc.). Where potentially significant impacts are identified, mitigation measures from the TCSP MND have been imposed, as modified or supplemented by this MND Addendum (including proposed Mitigation Measure N-2), to reduce these adverse effects to a level below significance. There are no components of the Project that could result in substantial adverse effects on human beings that are not already evaluated and disclosed throughout this MND Addendum and/or by the TCSP MND. Accordingly, no additional impacts would occur. Therefore, implementation of the Project would not result in any new impacts not already analyzed in the TCSP MND or increase the severity of a significant impact previously identified and analyzed in the TCSP MND.

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