Draft Initial Study and Mitigated Negative Declaration

Shop N Go
SWC Sanderson Avenue & Fruitvale Avenue
Hemet, CA 92543

Prepared for:

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

Prepared by:

CASC Engineering and Consulting, Inc.
1470 E. Cooley Dr.
Colton, CA 92324

February 12, 2019

TABLE OF CONTENTS

TABLES

FIGURES

APPENDICES

CHAPTER ONE – INTRODUCTION

1.1 Purpose and Authority

This Initial Study/Mitigated Negative Declaration ("IS/MND") has been prepared in accordance with the California Environmental Quality Act (California Public Resources Code §§ 21000 *et seq.*) ("CEQA") to evaluate the potential environmental impacts associated with the implementation of the proposed Stop N Go ("Project") located at 855 N. Sanderson Avenue in the City of Hemet, California. This document is prepared in conformance with CEQA and the CEQA guidelines (California Code of Regulations, Title 14, § 15000 *et seq.*). This IS/MND is intended to serve as an informational document for the public agency decision makers and the public regarding the Project.

1.2 Documents Incorporated by Reference

As permitted by Section 15150 of the CEQA Guidelines, this IS/MND references several technical studies and analyses. Information from the documents incorporated by reference is briefly summarized in the appropriate section(s). The relationship between the incorporated part of the referenced document and the IS/MND has also been described. The documents and other sources used in the preparation of this IS/MND include, but are not limited to:

1.3 Documents Prepared for the Project

The stand-alone technical studies prepared for the Project are appended to the IS/MND as follows:

- Air Quality and Greenhouse Gas Assessment, Salem Engineering Group, Inc, May 23, 2018
- Cultural Resources Survey, Salem Engineering Group, Inc., July 2, 2018
- Noise Study for Hemet Shopping Center, Rincon Consultants, Inc, June 2018
- Geotechnical Engineering Investigation, Salem Engineering Group, Inc. April 22, 2016
- Hydrology Report, Salem Engineering, January 15, 2018
- Phase I Environmental Site Assessment, Salem Engineering Group, Inc, November 2, 2018
- Project Specific Water Quality Management Plan, Salem Engineering Group, January 12, 2018
- Proposed Shop-N-Go Project Western Riverside County MSHCP Compliance Document, Empire design Group, Inc., June 18, 2018
- Traffic Impact Study, Darnell and Associates, Inc, June 20, 2018

CHAPTER TWO – ENVIRONMENTAL CHECKLIST AND DISCUSSION

2.1 Project Summary

1. Project Title:
Shop N Go (Conditional Use Permit 16-008; Variance 18-001; Tentative Parcel Map 37564):

2. Lead Agency Name and Address:
City of Hemet
Planning Department
445 E. Florida Avenue
Hemet, CA 92543
(951) 765-2375-(Phone)
(951) 765-2359 (Fax)
http://www.cityofhemet.org

3. Contact Person and Phone Number:
Carole Kendrick, Senior Planner
City of Hemet
445 E. Florida Avenue
Hemet, CA 92543
(951) 765-2373

4. Project Location:
The Project is located on the southwestern corner of West Fruitvale Avenue and North Sanderson Avenue within the City of Hemet, *See* Figure 2-1 and Figure 2-2.

5. Project Applicant's Name and Address:
Gurpreet Singh Khakh
697 S. State Street
San Jacinto, CA 92583
(951) 965-0195

6. General Plan Designation:
Neighborhood Commercial (NC), *See* Figure 2-4

7. Zoning Designation:
Neighborhood Commercial (C-1), *See* Figure 2-5

8. Project Description:
The proposed Project requests the approval of Tentative Parcel Map 37564 to subdivide 4.06 acres into three (3) parcels ranging in size from 0.72 to 1.82 acres and including two (2) lettered lots. Consideration of Conditional Use Permit CUP16-008 for the construction and operation of a 3,607 square foot convenience store, 1,500 square foot of service retail, a 4,859 square foot fuel canopy and 16 pump gas station as part of Phase 1 and a 3,278 square foot drive-thru restaurant and 17,500 square foot retail building with a drive-thru as

part of Phase 2. And a request for Variance VAR 18-001 to allow the easterly driveway on proposed Chianti Drive to be placed approximately 100 feet from the corner of the intersection, instead of the required 150 feet per development standard (90-897(c)(6)c of the Hemet Municipal Code. The project site has a General Plan designation of Neighborhood Commercial and a Zoning designation of C-1 (Neighborhood Commercial).

9. Surrounding Land Uses and Setting:

The Project site is designated as Neighborhood Commercial (NC) as identified on the city's General Plan Map and is currently an undeveloped parcel adjacent to other undeveloped parcels to the east and southeast across North Sanderson Avenue. The Prince of Peace Lutheran Church and Preschool is located approximately 150-feet south of the Project site along North Sanderson Avenue. A development of single-family residences along Shiraz Drive is located further to the west, approximately 330-feet from the Project site, behind an approximately 6-foot-high concrete brick wall, except where an opening is provided at the dead end of Chianti Drive. Additional single-family residences across Fruitvale Avenue are located approximately 55-feet north of the Project site, and approximately 145-feet northeast of the Project site across the intersection of West Fruitvale Avenue and North Sanderson Avenue.

North: The Project site is bounded on the north by a single-family residential development across West Fruitvale Avenue that is zoned Residential (R-1-7.2), with a General Plan land use designation of Low Density Residential (LDR).

South: The parcel to the south of the Project site is zoned Church (S-1), with a General Plan land use designation of LDR and is currently occupied by the Prince of Peace church and school.

East: The parcel directly across North Sanderson Road to the east has a Land Use Designation of Neighborhood Commercial (NC) and is zoned Neighborhood Commercial (C-1) and is currently vacant.

West: The Project site is bounded on the west by a single-family residence on a parcel designated LDR and is zoned R-1-7.2.

10. Other Public Agencies whose approval is required (e.g. permits, financing approval, or participation agreement):

City of Hemet Fire Department
City of Hemet Police Department
South Coast Air Quality Management District (SCAQMD)
Eastern Municipal Water District (EMWD)
State of California Water Control Board

11. Native American Tribes:

Have California Native American Tribes traditionally and culturally affiliated with the Project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

In accordance with AB52 and Public Resources Code section 21080.3.1, notices were sent on February 8, 2018 to the following California Native American tribes which are traditionally and culturally affiliated with the “Project” area.

a) Pechanga Band of Luiseno Indians
b) Rincon Band of Luiseno Indians
c) Morongo Band of Mission Indians
d) Agua Caliente Band of Cahuilla
e) Soboba Band of Luiseno Indians
f) Torres Martinez Desert Cahuilla Indians

As of the preparation of this report, consultation was requested by the Soboba Band of Luiseno Indians and conducted on February 14, 2018. As part of the consultation, monitoring was requested during grading activities as is addressed in the Mitigation Monitoring Plan and the Cultural Resources Technical Study.

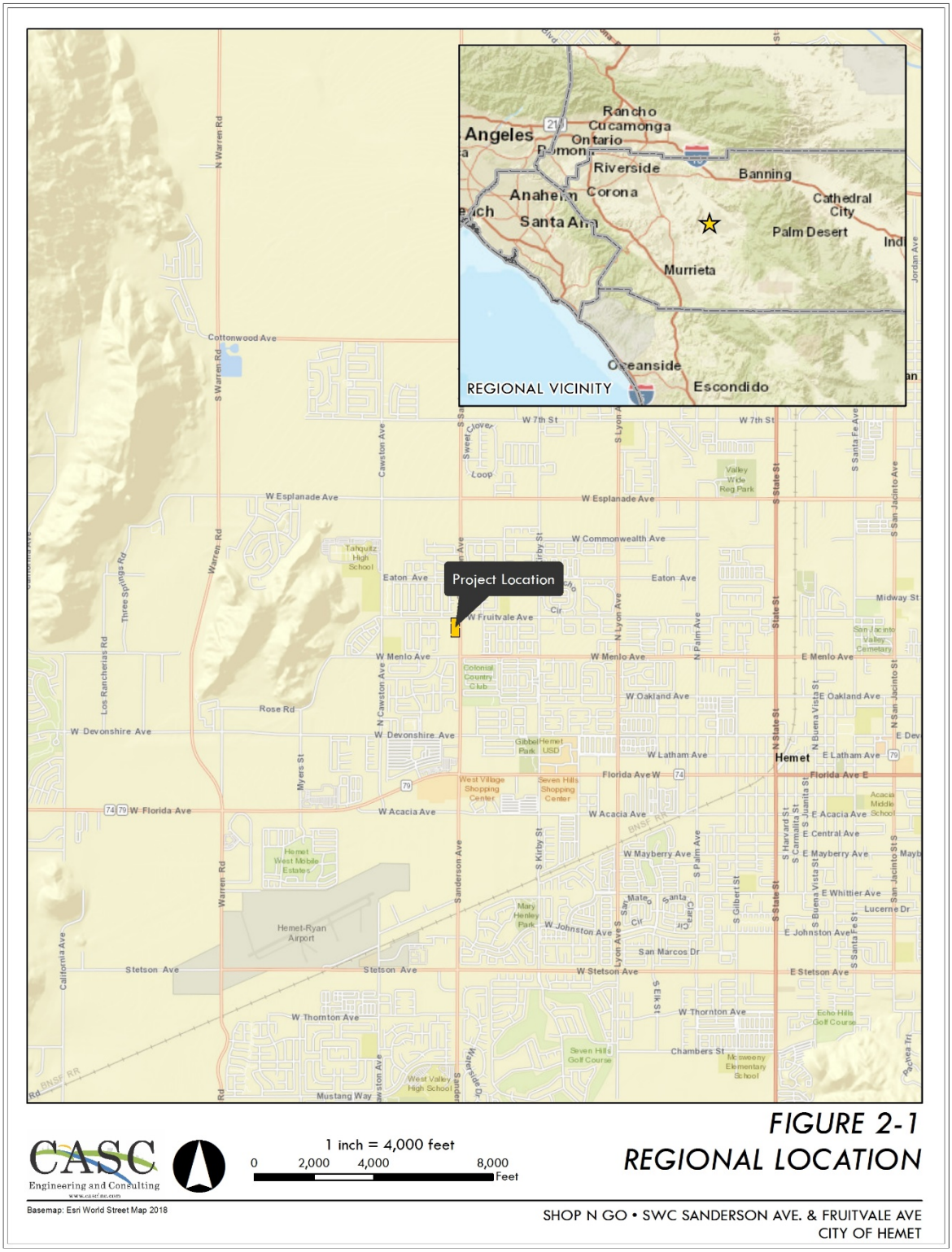

Figure 2-1 Regional Location

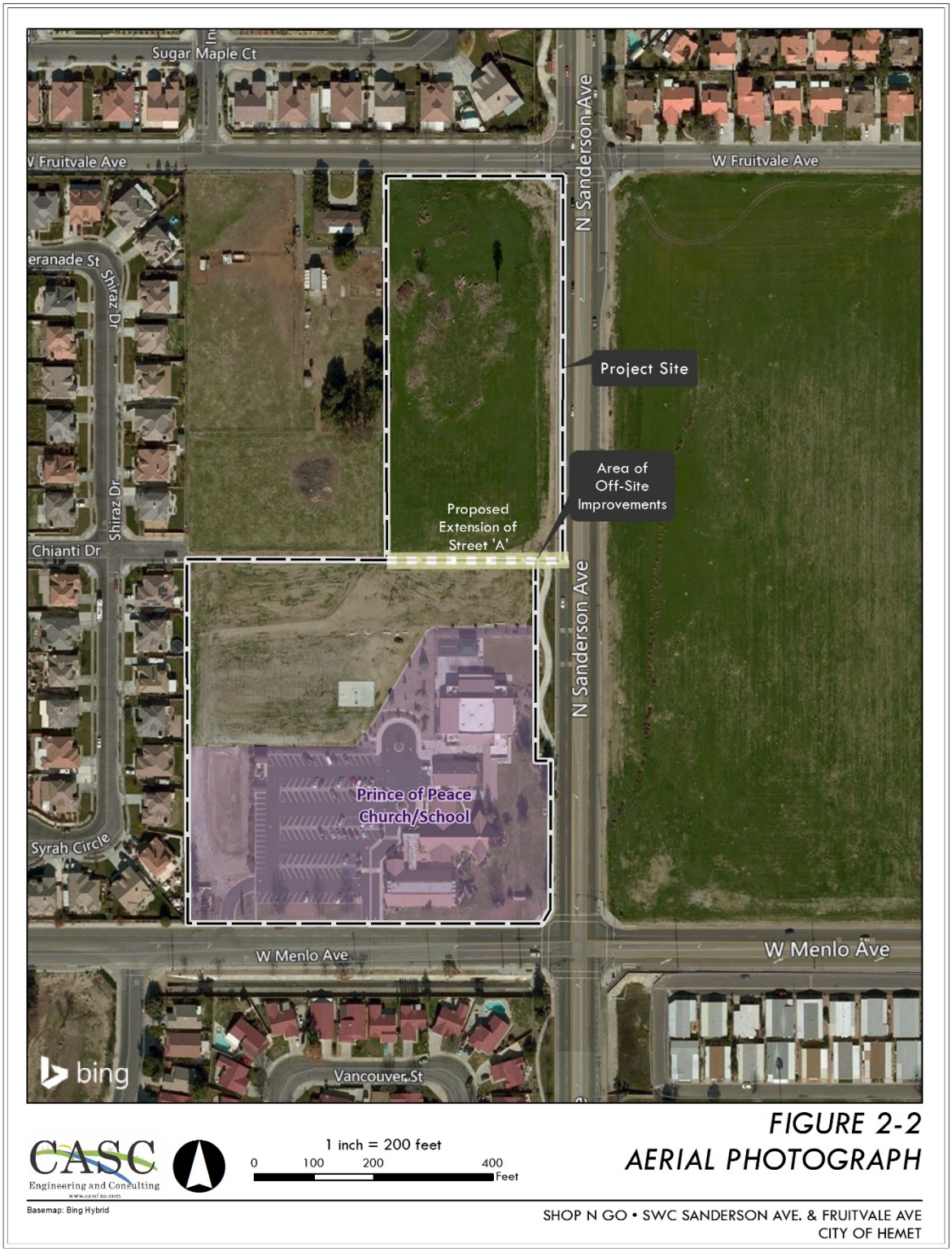

Figure 2-2 Aerial Photograph of Project Site

Figure 2-3 City of Hemet Assessor Parcel Number

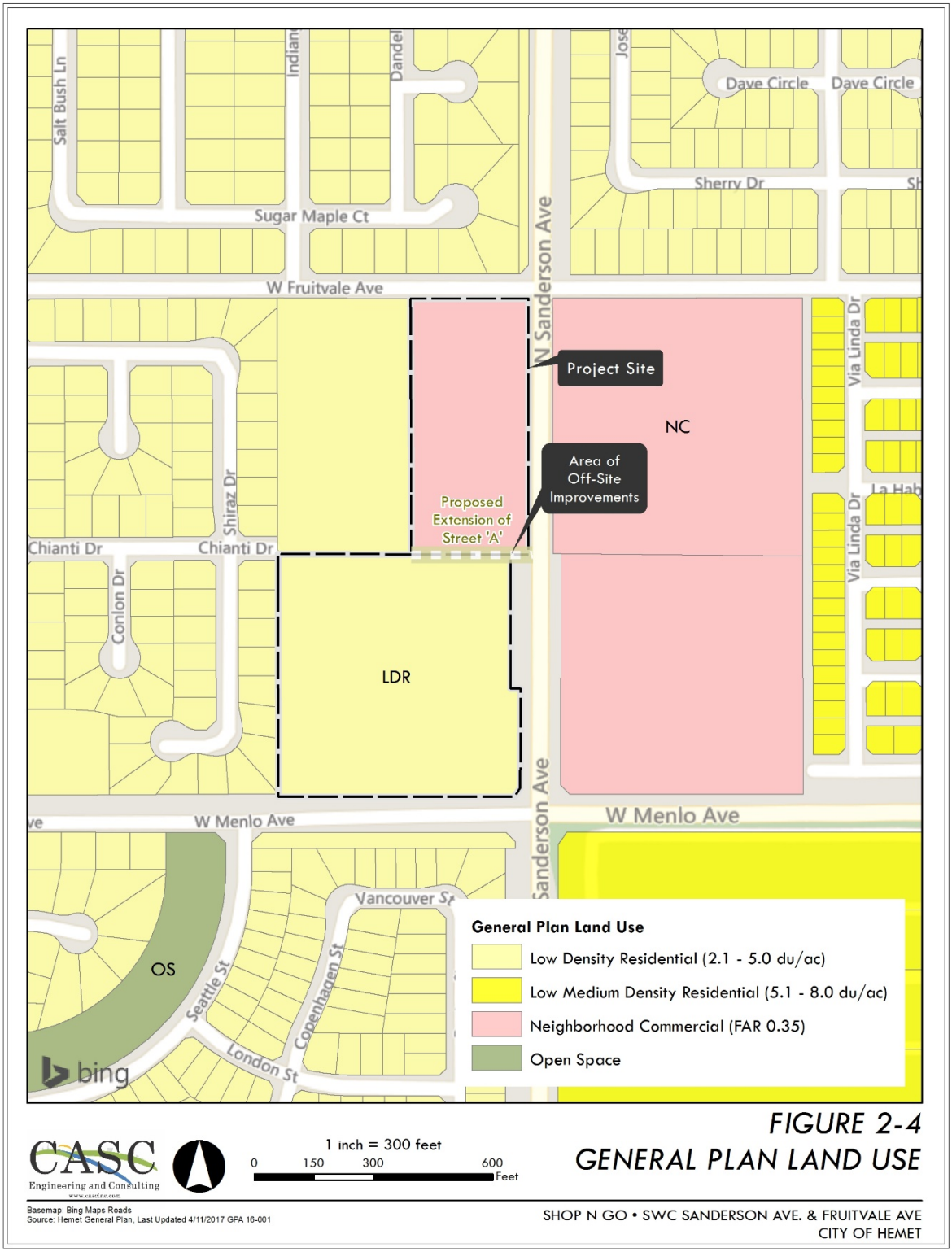

Figure 2-4 City of Hemet Project Area General Plan Land Use

Figure 2-5 City of Hemet Project Area Zoning Map

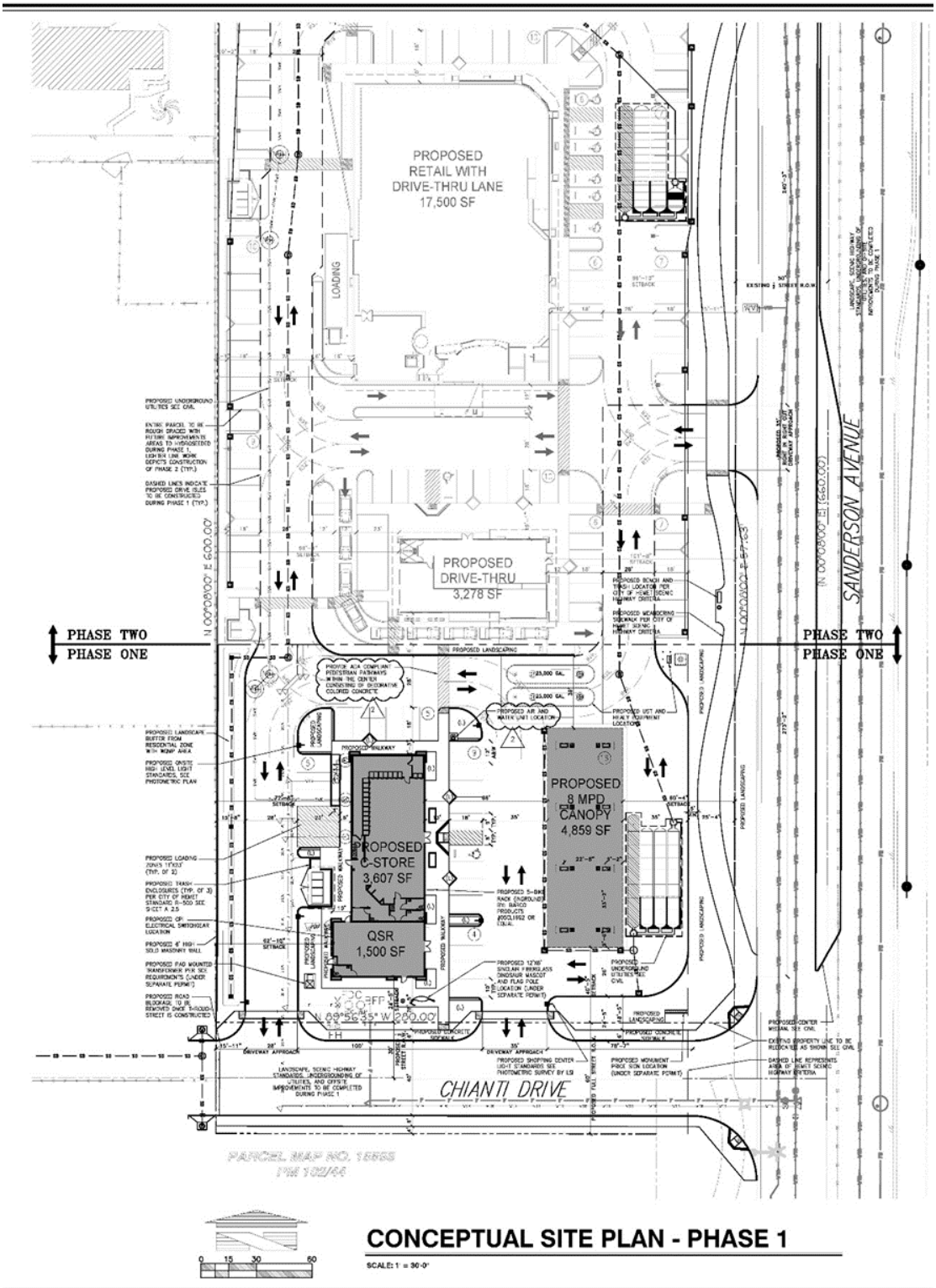

Figure 2-6 Site Plan Phase 1

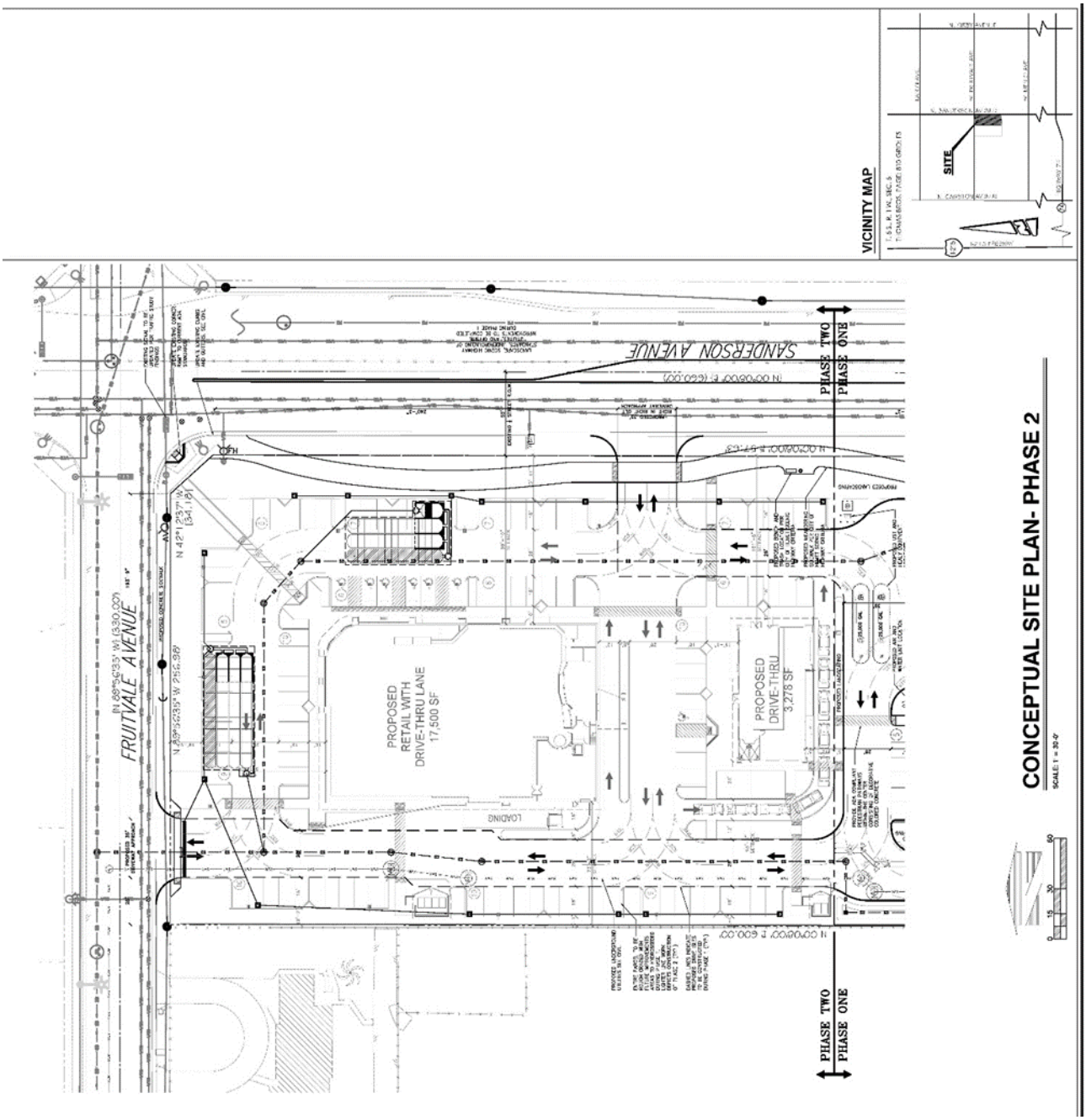

Figure 2-7 Site Plan Phase 2

2.2 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" or "Less Than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

☐	Aesthetics	☐	Agriculture and Forestry Resources	☐	Air Quality
☒	Biological Resources	☒	Cultural Resources	☐	Energy
☐	Geology/Soils	☐	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	☐	Wildfire	☒	Mandatory Findings of Significance

2.3 Determination

On the basis of this initial evaluation:

☐ I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION has been prepared.

☐ I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been adequately analyzed in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

_____ _____

Carole Kendrick, Senior Planner Date

2.4 Evaluation of Environmental Impacts

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the Project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on Project-specific factors, as well as general standards (e.g. the Project would not expose sensitive receptors to pollutants, based on a Project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as Project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

    a) **Earlier Analysis Used.** Identify and state where they are available for review.

    b) **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c) **Mitigation Measures.** For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the Project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a Project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and

   b) the mitigation measure identified, if any, to reduce the impact to less than significant.

AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Aesthetics – 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 a 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?	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

City of Hemet General Plan; City of Hemet Zoning Ordinance; Hemet General Plan FEIR, AECOM January 12, 2012; Site visit; Google Earth Pro.

Findings of Fact:

The Hemet area contains and is surrounded by numerous examples of natural topographic beauty. The San Jacinto Mountains, the San Bernardino National Forest and Mountains, and the San Gabriel Mountains provide a scenic background and contribute to the visual character of the City of Hemet. These mountains provide a visual backdrop for views in the City, highlight distinguishing landmarks, and offer orientation points as people move about the community. Views of these resources are important to the City's visual character which is dominated by a mix of urban development in the central and eastern portions, with agricultural uses and natural open spaces in the western and southeastern portions. The northeastern most portion of the City consists largely of undeveloped land associated with the San Jacinto River watershed.

Discussion of Impacts

a) Less than Significant Impact. As previously discussed, the City of Hemet is regionally located in an area with vast mountainous scenic views to the east, southeast and northeast with the most notable being that of the San Jacinto Mountains which rise above 10,000 feet. The proposed development will be of varying heights with a maximum height of twenty-eight (28) feet. Given the height of the San Jacinto Mountains to the east, views from the Project area and properties immediately west would not be significantly compromised. Impacts would be less than significant.

b) No Impact. The proposed development will alter some views of the San Jacinto Mountains, San Gabriel Mountains, the San Bernardino Mountains, as well as portions of the National Forest. Implementation of General Plan Program OS-P-10 (View Corridors) further analyzes, the project's impact on view corridors of the mountains, slopes, significant rock outcroppings, historic and landmark trees, and other natural features for both the project location and neighboring properties. Sanderson Avenue is a dedicated scenic highway from the north Sphere of Influence line to Simpson Avenue, per the City of Hemet Scenic Highway Setback Manual Design Criteria and as such is required to adhere to the guidelines prescribed therein. State Route 74 is a state eligible scenic highway but has not yet been designated as such in this area.

c) Less than Significant Impact. The proposed development is compatible with the existing character of the immediate surroundings and would not substantially degrade the existing visual character or quality of the site or general area.

d) Less than Significant Impact. The proposed Project will contribute a new source of light within the immediate vicinity. Adherence to the City of Hemet General Plan policies and goals, as well as the City's Municipal Code *Section 90-1248 Design, Material, Construction and Maintenance Standards*, will ensure that impacts from Project related light or glare which could adversely affect day or nighttime views in the area would be less than significant.

Mitigation Measures

Mitigation: No mitigation required.

Monitoring: No monitoring required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Agricultural Resources – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to the information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. 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 nonagricultural 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 by Public Resource Code section 122220(g)), timberland (as defined by Public Resource Code section 4526), or 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?	☐	☐	☐	☒

AGRICULTURAL RESOURCES

Project Impacts and Mitigation Measures

Sources:

City of Hemet Official Zoning Map; City of Hemet General Plan Figure 2.1 Land Use Plan; California Department of Conservation Farmland Mapping & Monitoring Program (FMMP)

Findings of Fact:

The subject property is zoned Neighborhood Commercial, surrounded by single family residential development, the Prince of Peace Church/School, vacant parcels, and other parcels zoned Neighborhood Commercial, as well as Agricultural to the east.

Discussion of Impacts

a) No Impact: The subject parcel is considered farmland of local importance and would not 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 nonagricultural use, there would be no impact. The project site is also designated as a non-agricultural use on the City's General Plan and is not located within an agricultural sub-region, that would lend the property to productive farmland.

b) No Impact: The proposed Project is not under a Williamson Act contract or other agricultural preserve thus, implementation of the Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. There would be no impact.

c) No Impact: The Project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resource Code section 122220(g)), timberland (as defined by Public Resource Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g)). There would be no impact.

d) No Impact: The subject parcel which is currently vacant and is compatible with the City of Hemet General Plan land use, and zoning designations. Implementation of the Project would not result in the loss of forest land or conversion of forest land to non-forest use, there would be no impact.

e) No Impact: As proposed, the Project does not 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, there would be no impact.

Mitigation Measures

Mitigation: No mitigation required.

Monitoring: No monitoring required.

AIR QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Air Quality – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the Project:				
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?	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

Air Quality and Greenhouse Gas Assessment, Salem Engineering Group, Inc, May 23, 2018; South Coast Air Quality Management District (SCQAMD)

Regulatory Setting:

The United States Environmental Protection Agency (EPA) defines air quality by ambient air concentrations of specific pollutants that have been shown to be of concern with respect to health and welfare of the general public. The EPA is responsible for enforcing the Federal Clean Air Act (CAA) of 1970 and its 1977 and 1990 Amendments. The CAA required the EPA to establish National Ambient Air Quality Standards (NAAQS), which identify concentrations of pollutants in the ambient air below which no adverse effects on the public health and welfare are anticipated.

In response, the EPA established both primary and secondary standards for several pollutants (called “criteria” pollutants). Primary standards are designed to protect human health with an adequate margin of safety. Secondary standards are designed to protect property and the public welfare from air pollutants in the atmosphere.

The Federal CAA allows states to adopt ambient air quality standards and other regulations provided they are at least as stringent as federal standards. More stringent California Ambient Air Quality Standards (CAAQS) have been adapted by the California Air Resources Board (ARB) for the six criteria pollutants through the California Clean Air Act of 1988 (CCAA). The CCAA also established California Ambient Air Quality Standards (CAAQS) for additional pollutants, including sulfates, hydrogen sulfide, vinyl chloride and visibility-reducing particles (see Table 1 for NAAQS and CAAQS.)

The South Coast Air Basin (SCAB) is classified as an Extreme Nonattainment Area for the NAAQS for O3 for all Averaging Times and a Nonattainment Area for the NAAQS PM2.5 for all Averaging times. The SCAB is also designated as a Maintenance Area for the NAAQS for CO and NO2. The SCAB is also considered a Serious Nonattainment Area for the CAAQS pollutant PM10. The area is considered unclassified or Attainment for all other NAAQS and CAAQS for the other criteria pollutants.

The California Air Resource (CARB) is the state regulatory agency with authority to enforce regulations to both achieve and maintain the NAAQS and CAAQS. CARB is responsible for the development, adoption, and enforcement of the state’s motor vehicle emissions program, as

well as the adoption of the CAAQS. CARB also reviews operations and programs of the local air districts and requires each air district with jurisdiction over a nonattainment area to develop its own strategy for achieving the NAAQS and CAAQS.

The local air district has the primary responsibility for the development and implementation of rules and regulations designed to attain the NAAQS and CAAQS, as well as the permitting of new or modified sources, development of air quality management plans, and adoption and enforcement of air pollution regulations. The South Coast Air Quality Management District (SCAQMD) is the local agency responsible for the administration and enforcement of air quality regulations for the SCAB.

The SCAQMD and the Southern California Association of Governments (SCAG) are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the SCAB. The most recently adopted air quality plan in the SCAB is the 2016 Air Quality Management Plan (AQMP), which was adopted by the Board in March 2017.

Findings of Fact:

The proposed Gas Station and Retail Development in Hemet will result in construction and operational impacts. Construction impacts include emissions associated with site grading/preparation, utilities installation, construction of a building, and paving. Operational impacts include emissions associated with the Project, including traffic, at full build-out. Since the proposed development includes fuel dispensing onsite, it is considered a stationary source emitter and must coordinate with the SCAQMD to obtain regulatory permits and comply with Rule 461 – Gasoline Dispensing Requirements.

Construction Impacts

Emissions of pollutants such as fugitive dust that are generated during construction are generally highest near the construction site. Emissions from the construction phase of the Project were estimated using the CalEEmod Model. It is assumed that heavy construction equipment would be operating at the site for eight hours per day, five days per week during Project construction. In addition, it was assumed that, in accordance with the requirements of the SCAQMD Rule 403, fugitive dust controls would be utilized during construction, including watering of active sites three times daily.

For the purpose of estimating emissions from the application of architectural coatings, it was assumed that water-based coatings that would be compliant with SCAQMD Regulations would be used for both exterior and interior surfaces. Within the CalEEmod Model, this assumption was included by assigning all architectural coating a low content of Volatile Organic Compounds or VOC.

Construction of the Project would be short-term and temporary. Thus, the emissions associated with construction would not result in a significant impact on the ambient air quality. Because emissions are less than the significance levels, they would not conflict or obstruct the implementation of the AQMP. Project construction would also not result in emission of any odor compounds that would cause a nuisance or significant impact to nearby sensitive receptors.

The impacts associated with Project construction are therefore not considered significant. Table 3-1 includes projected emissions for all steps of construction, averaged over the Project's projected construction duration. These steps include: Grading Site, Site Preparation, Building Construction, Paving, and Architectural Coatings.

Operational Impacts

Operation of the proposed development will result in criteria pollutant emissions associated with the use of energy and water onsite, vehicle trips generated by the project, exhaust emissions from vehicles idling onsite, and the evaporative emissions from the storage and use of gasoline. To address whether the Project would result in emissions that would violate any air quality standard or contribute substantially to an existing or proposed air quality violation, the emissions associated with Project-generated traffic and area sources were compared with the SCAQMD's quantitative significance criteria. Default trip generation rates in the CalEEmod Model were used to estimate emissions from vehicles traveling to and from the Project development. The CalEEmod Model contains emission factors from the EMFAC2016 model, which is the latest version of the Caltrans emission factor model for on-road traffic. Project-related traffic was assumed to be comprised of a mixture of vehicles in accordance with the CalEEmod Model default outputs for traffic. This assumption includes light duty autos and light duty trucks (i.e., small trucks, SUVs, and vans) as well as medium- and heavy-duty vehicles that may be traveling to the facility to make deliveries. For conservative purposes, emission factors representing the vehicle mix for 2019 were used to estimate emissions as 2019 was assumed to be the first year of full operation; based on the results of the EMFAC2016 model for subsequent years, emissions would decrease on an annual basis from 2019 onward due to phase-out of higher polluting vehicles and implementation of more stringent emission standards that are considered in the EMFAC2016 model. In order to mitigate for the emissions associated with gasoline dispensing onsite, the Project shall comply with SCAQMD Rule 461 and must implement the following measures:

1. Gasoline Transfer into Stationary Storage Tanks and Mobile Fuelers (Phase I) - Underground storage tanks are equipped with a "CARB certified" enhanced vapor recovery system having a minimum volumetric efficiency of 98% and an emission factor not exceeding 0.15 pounds per 1,000 gallons. The vapor recovery system shall be maintained and operated according to the manufacturer's specifications and the applicable CARB Executive Orders.
2. Utilize Phase II Enhanced Vapor Recovery (EVR) System - All retail and non-retail gasoline dispensing facilities (GDFs) with underground storage tanks be equipped with Phase II vapor recovery systems that have been certified as compatible for fueling vehicles equipped with Onboard Refueling Vapor Recovery (ORVR) systems. This measure is designed to further reduce emissions of gasoline vapors which contain toxic compounds, and which contribute to the formation of atmospheric ozone (SMOG).
3. Install Low Permeation Hoses - Owners/Operators of a Gasoline Dispensing Facility using Assist Phase II EVR Systems are required to upgrade all hoses at the facility to low permeation hoses by September 24, 2018.

4. Testing, Reporting, and Recordkeeping Requirements - Within 10 calendar days after initial operation of dispensing fuel into a mobile fueler or a vehicle fuel tank, the owner/operator of a new or altered gasoline transfer and dispensing facility shall conduct and successfully pass the performance tests in accordance with the test methods specified in subdivision (f), and any additional tests required by the applicable CARB Executive Orders including the corresponding CARB approved Installation, Operation and Maintenance Manual and District Permits, to verify the proper installation and operation of Phase I and Phase II vapor recovery systems.

Emissions associated with area sources (energy use and landscaping activities) were also estimated using the default assumptions in the CalEEmod Model. Table 3-2 below presents the results of the CalEEmod emission calculations in lbs./day for operations.

Table 3-1 Project Construction Emissions (Localized)

Pollutant	Daily Maximum Emissions (lbs./day)	Significance Criteria	Localized Significance Threshold (lbs./day)	Significant?
Carbon Monoxide (CO)	26.71	550	1965	No
Oxides of Nitrogen (NOx)	28.54	100	371	No
Reactive Organic Gas (ROG)	29.36	75	-	No
Sulfur Dioxide (SO2)	0.04	150	-	No
Particulate Matter (PM10)	3.3	150	13	No
Particulate Matter (PM2.5)	2.05	55	8	No
	Source: CalEEMod v2016.3.1. Based on highest winter or summer emissions, without mitigation.			

Table 3-2 Project Operations Emissions (Localized)

Pollutant	Daily Maximum Emissions (lbs./day)	Significance Criteria	Localized Significance Threshold (lbs./day)	Significant?
Carbon Monoxide (CO)	61.47	550	1965	No
Oxides of Nitrogen (NOx)	43.21	55	371	No
Reactive Organic Gas (ROG)	13.07	55	-	No
Sulfur Dioxide (SO2)	0.092	150	-	No
Particulate Matter (PM10)	3.37	150	4	No
Particulate Matter (PM2.5)	1.0	55	2	No
	Source: CalEEMod v2016.3.1. Based on highest winter or summer emissions, without mitigation.			

Discussion of Impacts

a) No Impact. Emissions projected by CalEEMod did not exceed the thresholds established by the Southern California Air Quality Management District (SCAQMD); therefore, the

Project would not conflict with or obstruct implementation of any applicable air quality plan. No impact is expected.

b) Less than Significant Impact. Based on the results from CalEEMod, emissions resulting from construction of the Project would not exceed numerical thresholds established by the SCAQMD. Further, the analysis assumes that individual Projects that do not generate operational or construction emissions that exceed SCAQMD's recommended daily thresholds for Project specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the basin is in nonattainment, and therefore, would not be considered to have a significant, adverse air quality impact. Less than significant impact is expected.

c) Less than Significant Impact. Construction and Operational activities associated with the proposed Project will result in limited emission of ROGs, NO_x, CO, SO_x, 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. Under the assumed scenarios established in the report, emissions resulting from the Project operations would not exceed the numerical thresholds established by the SCAQMD for any criteria pollutant. Localized construction emissions of the Project would not exceed the applicable SCAQMD Localized Significance Thresholds (LSTs), and therefore would not expose sensitive receptors to substantial pollutant concentrations. A less than significant impact is anticipated based upon the Air Quality Emissions results. Expose sensitive receptors to substantial pollutant concentrations.

d) Less than Significant Impact. According to the AQ/GHG Report prepared by Salem, Project construction would not result in emission of any odor compounds that would cause a nuisance or significant impact to nearby receptors. Impact would be less than significant.

Mitigation Measures

Mitigation: No mitigation required.

Monitoring: No monitoring required

BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Biological Resources: 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, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
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?	☐	☐	☐	☒

Project Impacts and Mitigation Measures

Sources:

Proposed Shop-N-Go Project Western Riverside County MSHCP Compliance Document, Empire Design Group, Inc., June 18, 2018

Findings of Fact:

The analysis within the MSHCP Compliance Document, prepared by Empire Design Group, shows that the Project site is located within a MSHCP Burrowing Owl (Athene cunicularia) (BUOW) habitat assessment area. Additionally, a MSHCP Section 6.1.2 Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools (MSHCP Section 6.1.2) habitat assessment was required. The Site is not located within a Criteria Cell/Criteria Cell Group. The nearest Criteria Cell was 3291 located approximately 1.0-mile west of the Property; however, the Project site is located within the Western Riverside County MSHCP boundary and subject to the provisions enclosed therein.

Section 6.1.2 of the MSHCP requires all subject properties under the jurisdiction of the MSHCP Area that are proposing a land use change or applying for a discretionary permit to conduct a MSHCP Section 6.1.2 assessment. This includes a habitat assessment for Riparian/Riverine

areas, Vernal Pools, three fairy shrimp species; 1) Riverside fairy shrimp (Streptocephalus woottoni) (RFS), 2) vernal pool fairy shrimp (Branchinecta lynchi) (VPFS), and 3) Santa Rosa Plateau fairy shrimp (Linderiella santarosae) (SRPFS), and three bird species; 1) Least Bell's Vireo (Vireo bellii pusillus) (LBVI), 2) Southwestern Willow Flycatcher (Empidonax traillii extimus) (SWFL), and 3) Western Distinct Population Segment (DPS) 4 Yellow-billed Cuckoo (Coccyzus americanus) (YBCU). If the assessment identifies suitable habitat for any of the six-species associated with riparian/riverine areas and vernal pools listed above, and the proposed Project design does not incorporate avoidance of the identified habitat, focused surveys would be required, and avoidance and minimization measures will be implemented in accordance with the MSHCP's species-specific objectives for these species.

According to the MSHCP Compliance Report, no Riparian/Riverine or suitable habitat for LBVI, SWFL, or YBCU is present on the Property. No vegetation, typically associated with riparian habitats, (i.e., willow [Salix spp.] such as cottonwood [Populus spp.], mule fat [Baccharis salicifolia]) were detected on the site. Further, no evidence of vernal pools or other wetland features were recorded on site. The property consists entirely of sandy loam soils. The property does not support depression areas, and no evidence of long-lasting ponds (i.e., cracked mud, crusty soil, hydric soils, etc.) was detected.

As shown in Figure 7 MSHCP Compliance Document, Page 20, the property supports 4.21-acres of suitable BUOW habitat. An additional 15.79-acres of suitable BUOW habitat is present within 150-meters to the west, southwest and east of the Property. Suitable habitat consists of open ruderal habitat and non-native grassland. Suitable habitat on the property, east of the property, and south of the property appears to be routinely maintained with weed abatement activities (i.e., mowing or discing). Suitable habitat west of the property consists of corrals.

According to the MSHCP Compliance Document prepared by Empire Design Group:

- The Property is not located within a Criteria Cell/Criteria Cell Group; therefore, it was not targeted for long-term conservation within the MSHCP Reserve Assembly.
- The Property does not support MSHCP Section 6.1.2 resources, nor did it support suitable habitat for RFS, VPFS, SRPFS, LBVI, SWFL, or YBCU.
- The Property is not located within a MSHCP-designated assessment area for Narrow Endemic Plants.
- The Property is located 1.0-mile away from the nearest Criteria Cell/Criteria Cell Group. No edge effects will occur at this long-distance; therefore, MSHCP Section 6.1.4 is not applicable.
- The proposed Project at this location is consistent with the goals and objectives of the MSHCP.
- The property does not support any water features such as small streams or streams that flow part of the year, natural springs or ponds, tributaries or other wetlands that are potentially jurisdictional by the U.S. Army Corps of Engineers (ACOE), California Department of Fish and Wildlife (CDFW), and/or California Regional Water Quality Control Board (RWQCB).

Discussion of Impacts

a) Less than Significant Impact with Mitigation. 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 Game or U.S. Fish and Wildlife Service, provided that recommendations outlined in the MSHCP Compliance Document, listed below as mitigation measures BIO-1 through BIO-2 are followed.

b) Less than Significant Impact. No Riparian/Riverine or suitable habitat for LBVI, SWFL, or YBCU was present on the Property. No vegetation typically associated with riparian habitats (i.e., willow [Salix spp.], cottonwood [Populus spp.], mule fat [Baccharis salicifolia]) were detected on the site. Implementation of the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service.

c) Less than Significant Impact. No evidence of vernal pools or other wetland features were recorded on site. The property consists entirely of sandy loam soils. The property does not support depression areas, and no evidence of long-lasting ponds (i.e., cracked mud, crusty soil, hydric soils, etc.) was detected. The Project would not have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

d) No Impact. Based on information obtained from the MSHCP Compliance Document, the Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites

e) No Impact. The Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

f) No Impact. Based on information in the MSHCP Compliance Document, implementation of the Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan

Mitigation Measures

Mitigation:

BIO-1: Although BUOW were absent, during the initial habitat assessment, a 30-Day burrowing owl Pre-Construction Survey will be required prior to Project-related ground disturbance activities. If burrowing owls have colonized the Property prior to the initiation of Project-related construction, the Project proponent should immediately inform the City of Hemet (Lead Agency), register the positive report on the California Natural Diversity Database (CNDDB), and the Wildlife Agencies (i.e., CDFW and USFWS). The Project proponent would need to coordinate further with the City of Hemet and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan that complies with CDFW BUOW mitigation guidance prior to initiating ground disturbance.

BIO-2: If Project-related ground disturbance activities occur during the bird nesting season (typically February 15 to August 31), a pre-construction nesting bird survey shall be performed within three days of ground disturbance to avoid direct and indirect impacts to nesting birds, and thus ensure compliance with the Migratory Bird Treaty Act (MBTA) and California Fish and Game Codes (CFGC) 3503 and 3503.5.

Monitoring: Monitoring will be provided by the City of Hemet, the California Department of Fish and Wildlife, and the United States Fish and Wildlife Service (USFWS).

CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Cultural Resources – Would the Project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those outside of formal cemeteries?	☐	☒	☐	☐

Project Impacts and Mitigation Measures

Sources:

Cultural Resources Survey, Salem Engineering Group, Inc., July 2, 2018; Phase I Environmental Site Assessment, Salem Engineering Group, Inc, May 4, 2016

Findings of Fact:

The results of the records search conducted at the Eastern Information Center (EIC), located on the UC Riverside campus, indicated that no historic archaeological sites or historic buildings had been previously recorded within the Project area. No architectural remains of a previously existing house on site could be found during the course of the field survey. Also, no historic archaeological or historic period building were discovered elsewhere within the study area.

Discussion of Impacts

a) Less than Significant Impact. According to the Cultural Resources Survey performed by Salem Engineering Group, no prehistoric or historic resources have been identified within the boundaries of the study area. No listed National Register of Historic Places or California Historical Landmarks have been recorded within a one-mile radius of the Project. The Project would not cause a substantial adverse change in the significance of a historical resource as defined in §15064.5.

b) Less than Significant Impact with Mitigation. According to the Cultural Resources Survey performed by Salem Engineering Group, no prehistoric or historic archaeological resources have been identified within the boundaries of the study area. The Project would not cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5. Cultural mitigation measure CUL-1 outlines the procedures to be followed in the event that historic archaeological discoveries are made.

c) Less than Significant Impact with Mitigation. The Phase I ESA identified the site as being used for agricultural purposes as far back as 1938. There was no indication that the site was ever used for the purpose of a cemetery. However, this does not preclude the site from the inadvertent discovery of human remains. Cultural mitigation measure CUL-3 outlines the procedures to be followed in the event human remains are discovered.

Mitigation Measures

Mitigation:

CUL-1: If at any time during excavation/construction of the site, archaeological/cultural resources, or any artifacts or other objects which reasonably appears to be evidence of cultural or archaeological resource are discovered, the property owner shall immediately advise the City of such and the City shall cause all further excavation or other disturbance of the affected area to immediately cease.

CUL-2: A qualified paleontologist shall be retained for any excavation work exceeding a depth of eight (8) feet. For any paleontological resources which are inadvertently discovered during ground disturbing activities, a qualified paleontologist shall document the discovery as appropriate, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5.

CUL-3: If human remains are found, those remains would require proper treatment, in accordance with applicable laws. California Health & Safety Code sections 7050.5 through 7055 describe the general provisions regarding human remains, including the requirements if any human remains are accidentally discovered during excavation of a site. As required by state law, the requirements and procedures set forth in Public Resources Code section 5097.98 would be implemented, including notification of the County Coroner, notification of the Hemet Police Department, notification of the Native American Heritage Commission and consultation with the individual identified by the Native American Heritage Commission to be the “most likely descendant.” If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlie adjacent remains until the County Coroner has been notified, and the remains have been investigated and appropriate recommendations have been made for the treatment and disposition of the remains. This is existing law and a standard requirement to manage any accidental exposure of human remains.

Monitoring: Given the sensitivity of the region for prehistoric resources, it is recommended that any ground disturbing activities connected with development of the subject property be monitored by a tribal monitor and/or professional archaeologist.

ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Energy. 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?	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

City of Hemet General Plan; City of Hemet Climate Action Plan; Hemet Community Energy Action Plan (CEAP) as a Participatory Effort with the Western Riverside Council of Governments (WRCOG)

Findings of Fact:

In cooperation with the city of Hemet, the WRCOG prepared the (CEAP) in 2014. The City has agreed to the following CEAP actions that would pertain to the proposed Project:

- R2-E2: New Commercial Energy Efficiency. Increase energy efficiency in new commercial developments an average of 10% beyond Title 24 standards.
- R2-E4: Commercial Renewable Energy. Derive 10% of electricity use in new commercial developments from renewable energy and install an average of 5kw of solar photovoltaic cells per 10,000 square feet of building space.

Discussion of Impacts

a) Less than Significant Impact. Participation and compliance with the CEAP actions described above would ensure that the Project does not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

b) Less than Significant Impact. Participation and compliance with the CEAP actions described above would ensure that the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Mitigation Measures

Mitigation: No mitigation required.

Monitoring: No monitoring required.

GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Geology and Soils– Would the Project:				
a) Directly or indirectly cause 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.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) 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?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

Geotechnical Engineering Investigation, Salem Engineering Group, Inc. April 22, 2016; Cultural Resources Survey, Salem Engineering Group, Inc., July 2, 2018

Findings of Fact**:**

The purpose of the geotechnical engineering investigation was to observe and sample the subsurface conditions encountered at the site and provide conclusions and recommendations relative to the geotechnical aspects of constructing the Project as presently proposed. The subject site is located within the northern part of the Peninsular Ranges Geomorphic Province of California. The province varies in width from approximately 30 miles to 100 miles in width. In general, the province consists of rugged mountains underlain by centuries of soils and rock layers that can be attributed to the Jurassic Metavolcanics, Metasedimentary and Cretaceous geochronology and serve as identifiers of the age and tectonic settings of the respective geological layers.

The near surface soils identified as part of the geotechnical investigation are, generally, slightly moist to moist due to the absorption characteristics of the soil. Earthwork operations may encounter very moist unstable soils which may require removal to a stable bottom.

Soil Conditions

The subsurface conditions encountered appear typical of those found in the geologic region of the site. In general, the soils within the depth of exploration consisted of alluvium deposits of loose to dense silty sand with varying amounts of clay, firm to stiff sandy silt with varying amounts of clay, firm to very stiff sandy clayey silt, and stiff clayey silt. Soils on site are classified as Site Class E. Soil samples collected from surface to the proposed foundation depths are considered to have a low expansion potential. The sample tested returned and Expansion Index value of 0. The proposed site preparation methods recommended in the Geotechnical Investigation should address these geotechnical issues, no additional mitigation measure should be required.

Seismicity

The Peninsular Range has historically been a province of relatively high seismic activity. The nearest faults to the Project site are associated with the San Jacinto Fault system located approximately 1.9 miles from the site. There are no known active fault traces in the Project vicinity. Based on mapping and historical seismicity, the seismicity of the Peninsular Range has been generally considered high by the scientific community. The Project area is not within an Alquist-Priolo Earthquake Fault Zone and will not require a special site investigation by an Engineering Geologist. Significant fault systems within close proximity to the Project site are shown in Table 3-3.

Table 3-3 Earthquake Fault Systems within Closest to the Project Site		
Name	Distance (miles)	Possible Magnitude
Elsinore Fault System	18.0 – 29.0	7.3 - 7.9
San Jacinto Fault System	1.9 – 22.1	7.1 - 7.9
San Andreas Fault System	17.4 – 17.7	7.4 – 8.2
Pinto Mtn	26.1	7.3

Discussion of Impacts

a) Less than Significant Impact. Pursuant to Section 7.2, page 5, of the *Soils Report for Sanderson Fruitvale Hemet the Project* will not *d*irectly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

I. Less than Significant Impact. As is typical in all of Southern California, the Project site is subject to strong seismic ground shaking. However, the site is not within a currently established State of California Earthquake Fault Zone for surface fault rupture hazards. No active faults with the potential for surface fault rupture are known to pass directly beneath the site. Therefore, the potential for surface rupture due to faulting occurring beneath the site during the design life of the proposed development is considered low. Recommended seismic design criteria based on the 2013 California Building Code are provided in Section 9.2.1 of the Geotechnical Investigation prepared by Salem Engineering Group.

II. Less than Significant Impact. The Riverside County Office of Information Technology GIS website: http://mmc.rivcoit.org shows the subject site to be in a moderate liquefaction potential area. Low to very low cohesion strength is associated with the sandy soil. A seismic hazard, which could cause damage to the proposed development during seismic shaking, is the post-liquefaction settlement of the liquefied sands. The site was evaluated for liquefaction potential. The liquefaction analysis indicated that the soils had a low potential for liquefaction under seismic conditions due to the historically highest groundwater being at a depth of more than 50 feet. Therefore, a less than significant impact can be expected, and no mitigation measures are warranted.

III. Less than Significant Impact. The subject site is on a gently (<5%) sloping grade, over 3/4 mile from the nearest significant topographic change. As such, landslide/slope instability/rock fall issues pose a very low risk. Due to the site's distance from significant topography, topography-related debris flows are a low risk.

b) Less than Significant Impact. Based on Salem's soil boring logs for the subject site, surface soils consist predominantly of medium dense to slightly loose silty sand with varying amounts of clay. Soils of this composition and consistency have been shown to possess good resistance to wind and water erosion. The site is essentially flat, minimizing the potential for water erosion. The site will be completely covered by buildings, pavement or landscaping after development, minimizing long-term wind erosion potential. Implementation of the Project will not result in substantial soil erosion or the loss of topsoil.

c) Less than Significant Impact. The subject site is generally flat and over 3/4 mile from the nearest significant topographic change. As such, landslide/slope instability/rock fall

issues pose a very low risk. Due to the site's distance from significant topography, topography-related debris flows are a low risk.

d) Less than Significant Impact. Soil samples collected from surface to the proposed foundation depths are considered to have a low expansion potential — the sample tested returned and Expansion Index value of 0. The proposed site preparation methods recommended in the Geotechnical Investigation should address these geotechnical issues – no additional mitigation measure should be required. The proposed Project is not located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) and will not create substantial risks to life or property. Less than significant impact is expected.

e) No Impact. The Project does not propose the use of subsurface sewage systems. The Project will connect to a public sewer system located in Sanderson.

f) Less than Significant Impact. According to the soils report, the Project site does contain any unique paleontological or geological features. Pursuant to Page 3 and 4, of the Soils Report, the most notable geomorphic/geologic feature in the site vicinity is a fault graben associated with movement along the Casa Loma Fault and Claremont Fault, the two major strands of the larger San Jacinto Fault Zone in the area. This graben is represented by the San Jacinto Basin, a broad sediment filled valley containing scattered bedrock hills.

Mitigation Measures

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Greenhouse Gas Emissions – Would the Project:				
a) Generate greenhouse gas 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 the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

Air Quality and Greenhouse Gas Assessment, Salem Engineering Group, Inc, May 23, 2018; South Coast Air Quality Management District (SCAQMD); City of Hemet Climate Action Plan, September 2018.

Climate Change

Global Climate Change (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, CO2 (Carbon Dioxide), N2O (Nitrous Oxide), CH4 (Methane), hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. 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 radioactive heat from escaping, thus warming the Earth's atmosphere.

Gases that trap heat in the atmosphere are often referred to as greenhouse gases. Greenhouse gases are released into the atmosphere by both natural and anthropogenic (human) activity. Without the natural greenhouse gas effect, the Earth's average temperature would be approximately 61° 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.

Although California's rate of growth of greenhouse gas emissions is slowing, the state is still a substantial contributor to the U.S. emissions inventory total. In 2004, California is estimated to have produced 492 million gross metric tons of carbon dioxide equivalent (CO2e) greenhouse gas emissions. Despite a population increase of 16 percent between 1990 and 2004, California has significantly slowed the rate of growth of greenhouse gas emissions due to the implementation of energy efficiency programs as well as adoption of strict emission controls.

Global Warming Solutions Act of 2006 (AB 32)

AB 32 requires the California Air Resources Board (CARB or ARB) to develop regulations and market mechanisms to reduce California's greenhouse gas emissions to 1990 levels by the year of 2020. Many of the GHG reduction measures outlined in AB 32 (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted over the last five years and implementation activities are ongoing.

State Assembly Bill 32 (SB 32)

SB 32 requires the state to reduce statewide greenhouse gas emissions to 40% below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal of 1990 levels by 2020 and provides an intermediate goal to achieving S-3-05, which sets a statewide greenhouse gas reduction target of 80% below 1990 levels by 2050. The first SB 32 Scoping Plan was approved in 2008 and is updated every five years. The latest scoping plan builds on the state's efforts to lower GHG emissions, support a clean energy economy, provide a more equitable future with good jobs and less pollution in all communities, improve the health of all constituents, and create a more livable environment for people to live, work, and play.

On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for projects where the SCAQMD is lead agency. On September 28, 2010, the SCAQMD recommended a tiered approach to determining if a Project will generate significant GHG emissions. Since the Project is located within a jurisdiction with an adopted Climate Action Plan (CAP), it would fall under Tier 2. The Project would be less than significant if it is consistent with the GHG emissions target of the CAP. Additionally, SCAQMD uses a 3,000 metric tons of Carbon Dioxide equivalent per year threshold for commercial development within the District to determine whether a Project causes a significant impact on GHG levels.

On September 11, 2018, the City of Hemet adopted their Climate Action Plan in a collaboration with the Western Riverside Council of Governments (WRCOG) to meet the goals of California's Global Warming Solutions Act of 2006 (Assembly Bill 32 or AB 32). In 2012, WRCOG invited the City to join the Western Riverside Energy Leader Partnership (WRELP) and the Subregional Climate Action Plan. There are currently 12 jurisdictions participating in the Subregional CAP, all with a target to reduce 2020 GHG emissions by 15% below 2010 levels. In 2010 the Subregional CAP cities emitted approximately 5,834,400 metric tons of GHG emissions, with transportation and commercial/industry energy as the primary contributors of GHGs. The Plan outlines the federal, state, and regional emission reductions as well as the local measures that the City of Hemet and the other participating jurisdictions are implementing to meet shared GHG emissions reduction goals.

Based on the results of the CalEEMod, the proposed Project would generate an estimated total of 156.64 metric tons of CO2e emissions during construction. The SCAQMD recommends amortizing construction emissions over a period of 30 years to estimate the contribution of construction emissions to operational emissions over the Project lifetime. Amortized over 30 years, the construction of the Project will generate approximately 5.22 metric tons of CO2e on an annualized basis. During operations, the Project would generate a total of 1,447.26 metric tons of CO2e emissions annually from operations. By adding the amortized construction emissions results with the operational annual CO2e emissions the Project will produce 1,452.48 metric tons over a 30-year period. This cumulative level is below the SCAQMD's recommended threshold of 3,000 metric tons of CO2e emissions per year for commercial land uses. Therefore, the proposed Project is not expected to have a significant cumulative impact on greenhouse gas emissions. *See* Table 3-4 Project Related Greenhouse Gas Emissions.

Table 3-4 Project-Related Greenhouse Gas Emissions

Annualized Construction / Operations Related Emissions Amortized over 30 years (Metric Tons/YR)		
Total CO2E (All Sources)	**Construction**	**Operation**
	5.22	**1,452.48**
SCAQMD Threshold	**3,000 CO2e**	
Significant	**No**	

The air quality and GHG analysis for the proposed Project in Hemet, CA evaluated emissions associated with both the construction and operation of the Project. Emissions associated with construction and operation were compared with significance thresholds developed by the SCAQMD, which provide a conservative means of evaluating whether Project emissions would cause a significant impact on the ambient air quality or whether further evaluation is warranted. Emissions associated with construction and operations are below the significance thresholds for all phases and pollutants. Thus, the emissions associated with construction and operation of the Project would not result in a significant impact.

The Project would be required to comply with regulations imposed by the State of California and the SCAQMD, aimed at the reduction of air pollutant emissions. Those that are directly and indirectly applicable to the Project, and that would assist in the reduction of GHG emissions include the Global Warming Solutions Act of 2006 (AB32) and Senate Bill 32 (SB 32). AB32 requires the California Air Resources Board (CARB) to develop regulations and market mechanisms to reduce California's GHG emissions to 1990 levels by the year of 2020.

Furthermore, the Project will incorporate standard reduction measures, specified through the City of Hemet's Climate Action Plan (CAP) in order to further reduce Greenhouse Gas (GHG) emissions, produced as a result of the Project's operational impacts. Those measures are, but not limited to, as follows:

Measure E-1: Energy Action Plans

1. R2-E2: New Commercial Energy Efficiency – Increase energy efficiency in new commercial developments an average of 10 % beyond Title 24 standards.
2. R2-E4: Commercial Renewable Energy – Derive 10 percent of the electricity use in new commercial developments from renewable energy and install an average of 5kw of solar photovoltaic cells per 10,000 square feet of building space.
3. R2-E6: Commercial Energy Retrofits – Reduce electricity and natural gas use in existing commercial developments by 20 percent through retrofits.

Measure T-2: Bicycle Parking

1. Provide additional options for bicycle parking.

Measure T-3: End of Trip Facilities

1. Encourage use of non-motorized transportation modes by providing appropriate facilities and amenities for commuters.

Measure T-17: Neighborhood Electric Vehicle Programs

1. Implement development requirements to accommodate Neighborhood Electric Vehicles and supporting infrastructure.

Discussion of Impacts

a) Less than Significant Impact. Implementation of the Project would not generate greenhouse gas emissions either directly or indirectly, that may have a significant impact on the environment.

b) Less than Significant Impact. Implementation of the Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases

Mitigation Measures

Mitigation: No mitigation required.

Monitoring: No monitoring required.

HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Hazards and Hazardous Materials – 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 or excessive noise 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?	☐	☐	☐	☒

Project Impacts and Mitigation Measures

Sources:

Project Specific Water Quality Management Plan, Salem Engineering Group, January 12, 2018; Hydrology Report, Salem Engineering, January 15, 2018; Phase I Environmental Site Assessment, Salem Engineering Group, Inc, May 4, 2016; Hemet-Ryan Airport Land Use Compatibility Plan; City of Hemet General Plan

Findings of Fact:

Review of historical aerial photographs indicates that the subject property has been utilized for agricultural purposes for the cultivation of row crops since at least 1938. It is not known if environmentally persistent pesticides or herbicides were historically applied to row crops grown on the subject property. Generally, sampling and analysis of surface soils from properties with similar agricultural histories has typically yielded low to non-detectable concentrations of environmentally persistent pesticides and herbicides. Therefore, the potential for elevated concentrations of environmentally persistent pesticides and herbicides to exist in the near-surface soils of the subject property which would require regulatory action is deemed to be low. However, in order to verify the potential concentrations of environmentally persistent pesticides and herbicides in the subject property's near-surface soils, Salem Engineering Group recommends conducting a Limited Soils Assessment (LSA).

The subject property was not identified in the Environmental Data Resources, Inc (EDR)-provided government database report. No sites with a reported release of hazardous substances or petroleum products to the subsurface were reported within a one-quarter-mile radius of the subject property. In general, only potentially hazardous materials released from facilities located approximately up-gradient and within a few hundred feet of the site, or in a cross-gradient direction close to the site, are judged to have a reasonable potential of migrating to the site. This opinion assumes that materials generally do not migrate large distances laterally within the soil, but rather tend to migrate with groundwater in the general direction of groundwater flow.

The properties within the specified search radius of the subject property, which appeared on local, state, or federally published lists of sites that use or have had releases of hazardous materials, were determined through field observations to be of sufficient distance and/or situated hydraulically cross/downgradient of the subject property, such that impacts to the subject property are not likely.

The historical agricultural use of the subject property presents a Recognized Environmental Condition (REC) to the subject property. Therefore, in order to verify the potential concentrations of environmentally persistent pesticides and herbicides in the subject property's near-surface soils, conducting an LSA is recommended.

Asbestos Survey

Based on the review of aerial photographs, the previous buildings located on the subject property were constructed prior to 1978. It is unknown if the subject buildings contained Asbestos Containing Materials (ACMs). An asbestos survey was not included within the scope of the environmental assessment. Prior to conducting any repair, renovation, or demolition work, Salem Engineering Group recommends conducting an asbestos survey.

Lead Based Paint Survey

No structures that may contain lead-based paint exist on the subject property. Further, no indications of former structures, such as foundations, were observed on the subject property.

Hazardous Materials

No hazardous substances or petroleum products were observed during site reconnaissance. No obvious evidence (vent pipes, fill pipes, dispensers, etc.) of underground storage tanks (USTs) were noted within the area observed. No standing water or major depressions were observed on the subject property. No indications of former structures, such as foundations, were observed on the subject property.

Discussion of Impacts

a) Less than Significant Impact. The proposed Project will comply with all applicable standards and requirements and implement measures outlined in the WQMP prepared by Salem Engineering. Implementation of the Project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials Therefore, the Project will not violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality.

b) Less than Significant Impact with Mitigation. As proposed, the Project will 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. However, the historical agricultural use of the subject property presents a Recognized Environmental Condition (REC) to the subject property. Therefore, in order to verify the potential concentrations of environmentally persistent pesticides and herbicides in the subject property's near-surface soils, conducting an LSA is recommended.

   Also, it is unknown if previous buildings onsite contained ACMs. An asbestos survey was not included within the scope of the environmental assessment. Prior to conducting any repair, renovation, or demolition work, Salem Engineering Group recommends conducting an asbestos survey.

c) No Impact. The closest schools to the subject site are Cawston Elementary approximately 0.45 miles to the southwest, Tahquitz High School approximately 0.75 miles to the northwest, and Fruitvale Elementary School 0.35 miles to the east. The proposed Project would not emit hazardous emissions or handle hazardous or

acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

d) Less than Significant Impact. The subject property was not identified in the EDR-provided government database report. No sites with a reported release of hazardous substances or petroleum products to the subsurface were reported within a one-quarter-mile radius of the subject property. Thus, the Project 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, as a result, would not create a significant hazard to the public or the environment.

e) Less than Significant Impact. The closest public use airport/airstrip to the proposed Project is Hemet-Ryan Field, approximately two (2) miles to the southwest, and is in the Hemet-Ryan Airport Compatibility Zone E, which indicates a low noise impact, and low risk level. As required by the city's Airport Land Use Plan, a compatibility application was submitted to the Riverside County Airport Land Use Commission for review and to determine that the proposed development is consistent with the adopted Airport Land use Plan. On March 8, 2018, the Commission did deem the project consistent with the plan subject to standard conditions of approval regarding project site lighting, compliance with FAA lighting, property owner/tenant notification and water quality basins as it pertains to design and landscaping to that could be considered an attractive nuisance for bird species. Other public use airports include French Valley Airport approximately fifteen (15) miles to the southwest and Banning Municipal Airport approximately fourteen (14) miles to the northeast. The proposed Project would not result in a safety hazard for people residing or working in the Project area.

f) Less than Significant Impact. The proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

g) No Impact. The proposed Project is not within a wildland severity zone according to the City of Hemet General Plan Figure 6.4 *Wildland Fire Hazard Severity Zones*. The Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

Mitigation Measures

Mitigation:

HAZ-1: In order to verify the potential concentrations of environmentally persistent pesticides and herbicides in the subject property's near-surface soils, an LSA shall be prepared by a qualified professional in accordance with the standards and practices in 40 CFR Part 312, and the recommendations of the LSA shall be followed.

HAZ-2: Prior to conducting any repair, renovation, or demolition work, an asbestos survey shall be prepared by a qualified professional in accordance with 40 CFR Part 763, and the recommendations of that survey shall be followed.

Monitoring: Monitoring will be provided by City of Hemet Department of Public Works.

HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Hydrology and Water Quality – Would the Project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water 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 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??	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

Project Specific Water Quality Management Plan, Salem Engineering Group, January 12, 2018; Hydrology Report, Salem Engineering, January 15, 2018; Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM).

Findings of Fact:

The site is immediately bounded by W. Fruitvale Avenue to the north and N. Sanderson Avenue to the east, with the Prince of Peace Church/School, and vacant land to the south, and residential development to the west. The site is relatively flat with no major changes in grade. Existing drainage flows to neighboring lots or ponds on the site. Two bioretention's and three underground infiltration tanks are proposed to capture the stormwater runoff. Drain inlets will be placed at multiple locations throughout the site to direct the runoff to the underground tanks. This will greatly reduce runoff, as no storm water will be directed onto neighboring lots or to the public right of way. The underground tank shall meet the minimum required flood volume for a 100-year, 3-hour storm event. The closest receiving waters are located approximately 17 miles south and west of the site. The proposed Project site is not located within a 100-yr flood hazard zone.

Discussion of Impacts

a) Less than Significant Impact. Low Impact Development (LID), Best Management Practices (BMPs) have been incorporated into the site design to fully address all Drainage Management Areas (DMAs). The Project will not violate any water quality standards or waste discharge requirements. Further, there was no indication in the Project Specific WQMP, or Hydrology Report both prepared by Salem Engineering that the Project would substantially degrade surface or ground water quality.

b) Less than Significant Impact. The Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin.

c) Less than Significant Impact. The existing drainage flowed to neighboring lots. The proposed design allows drainage to flow away from the neighboring lots and filtration through bioretention basins. Underground chambers will be incorporated into construction to help treat water. Proposed alterations to the existing drainage pattern of the site will benefit current and future developments in the area.

    I. Based on the Project Specific Water Quality Management Plan (PWQMP), and Hydrology Report both prepared by Salem Engineering, implementation of the proposed drainage improvements for the site would not result in substantial erosion or siltation on- or off-site.

    II. Although impervious surfaces will be added to the site, implementation of the proposed drainage improvements as outlined in the PWQMP and Hydrology Report would reduce impacts due to increase of surface runoff and would not result in flooding on or offsite

    III. The proposed project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of runoff; based on the findings of the PWQMP and Hydrology Report prepared by Salem Engineering.

IV. The proposed design would redirect flows allowing drainage to flow away from the neighboring lots and filtration through bioretention basins. Underground chambers will be incorporated into construction to help treat water. Proposed alterations to the existing drainage pattern of the site will benefit current and future developments in the area. No streams or rivers have been identified onsite. LID/BMPs will provide direction of surface runoff in a manner which would prevent flooding on or off-site.

d) No Impact. The site is not located within a coastal area. Therefore, tsunamis (seismic sea waves) are not considered a significant hazard at the site. Seiches are large waves generated in enclosed bodies of water in response to ground shaking. No major water-retaining structures are located immediately up gradient from the Project site. Flooding from a seismically-induced seiche is considered unlikely.

e) Less than Significant Impact. The proposed Project will not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. As mentioned, underground chambers will be incorporated into construction to help treat water and help to prevent exceeding the capacity of existing or planned stormwater drainage systems. LID/BMPs will provide direction of surface runoff and treat any new sources of polluted runoff. Proposed alterations to the existing drainage pattern of the site will benefit current and future developments in the area.

Mitigation Measures

Mitigation: No mitigation required.

Monitoring: No monitoring required.

LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Land Use and Planning – Would the Project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

Project Impacts and Mitigation Measures

Sources:

City of Hemet General Plan; City of Hemet Zoning Ordinance; Riverside County General Plan; Riverside County Multiple Species Habitat Conservation Plan (MSHCP); Submitted Project Materials

Findings of Fact:

Discussion of Impacts

a) No Impact. The proposed Project will not physically divide an established community. There will be no impact.

b) No Impact. The proposed Project is compatible with all City of Hemet General Plan goals and policies, as well as designated zoning ordinances, and policies of the Western Riverside County Multiple Species Habitat Conservation Plan adopted for the purpose of avoiding or mitigating an environmental impact the Project may have.

Mitigation Measures

Mitigation: No mitigation required.

Monitoring: No monitoring required.

MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Mineral Resources – Would the Project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and 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?	☐	☐	☐	☒

Project Impacts and Mitigation Measures

Sources:

City of Hemet General Plan; Riverside County General Plan Chapter 5 Open Space Element Figure OS-6: "Mineral Resource Zones"

Findings of Fact: The proposed Project is located in a Mineral Resource Zone 3 (MRZ-3). These are areas where the available geologic information indicates that mineral deposits are likely to exist, however, the significance of the deposit is undetermined.

Discussion of Impacts

a) No Impact. Implementation of the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

b) No Impact. Implementation of the Project 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.

Mitigation: No mitigation required.

Monitoring: No monitoring required.

NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Noise – Would the Project result in:				
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?	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

Noise Study for Hemet Shopping Center, Salem Engineering Group, Inc, June 2018; City of Hemet General Plan, Chapter 6: Public Safety Element; City of Hemet Municipal Code; The Hemet-Ryan Airport Comprehensive Airport Land Use Plan.

Findings of Fact:

The City of Hemet General Plan Public Safety Element contains the Plan's noise section. Specifically, the Public Safety Element identifies sources of noise in the city and outlines goals and policies to address existing and future noise conditions. In addition to identifying sources of noise, the Public Safety Element assesses existing and projected noise levels and includes noise contours for major noise sources, such as airports and major roadways. Also, the noise section of the Public Safety Element provides an approach to regulate noise through community planning. Section 6.10.4 of the Public Safety Element includes noise standards related to new and existing development in the city. Land use compatibility standards, presented in Table 3-5, apply to land uses exposed to noise generated by transportation-related sources.

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with each of these uses. The Public Safety Element of the City of Hemet General Plan, which includes the Plan's noise section, considers noise-sensitive land uses to include schools, hospitals, rest homes, long-term care facilities, mental health care facilities, and residences. The Project site is currently an undeveloped parcel adjacent to other undeveloped parcels to the east and southeast across North Sanderson Avenue. The nearest noise sensitive receptor is a residence and small farming operation located adjacent to the Project site to the west (approximately 35 feet). The Prince of Peace Lutheran Church and Preschool is located approximately 150 feet south of the Project site along North Sanderson Avenue. A development of single-family residences along Shiraz Drive is located further to the west, approximately 330 feet from the Project site, behind an approximately 6-foot-high concrete brick wall. Additional single-family residences across Fruitvale Avenue are located approximately 55 feet north of the Project site behind an approximately 8-foot-high concrete brick wall, and approximately 145 feet northeast of the Project site across the intersection of West Fruitvale Avenue and North Sanderson Avenue.

Table 3-5 Land Use Compatibility for Community Noise Environments

Land Use Category	Community Noise Exposure (CNEL, dBA)			
	Normally Acceptable[1]	Conditionally Acceptable[2]	Normally Unacceptable[3]	Clearly Unacceptable[4]
Residential	<60	55-70	70-75	>75
Transient Lodging – Motels, Hotels	<65	60-70	70-80	>80
Schools, Libraries, Churches, Hospitals, Nursing Homes	<70	60-70	70-80	>80
Auditoriums, Concert Halls, Amphitheaters	N/A	<70	>65	N/A
Sports Arena, Outdoor Spectator Sports	N/A	<75	>70	N/A
Playgrounds, Neighborhood Parks	<70	N/A	67-75	>75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	<75	N/A	70-80	>80
Office Buildings, Business Commercial and Professional	<70	67-77	>75	N/A
Industrial, Manufacturing, Utilities, Agriculture	<75	70-80	>75	N/A

[1] Specified land use is satisfactory, based on the assumption that any buildings involved are of normal conventional construction, without any special noise requirements.
[2] New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.
[3] New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirement must be made and needed noise insulation features included in the design.
[4] New construction or development clearly should not be undertaken.
Source: City of Hemet 2012, adapted from the Governor's Office of Planning and Research in 2003.

The City of Hemet General Plan also includes the following goals and policies to protect noise-sensitive land uses from noise emitted by off-site sources and require new projects to mitigate potentially significant noise impacts:

Goal PS-11: Manage noise levels through land use planning and development review.

- **Policy PS-11.1 Noise Standards.** Enforce noise standards to maintain acceptable noise limits and protect existing areas with acceptable noise environments.
- **Policy PS-11.2 Design to Minimize Noise.** Encourage the use of siting and building design techniques as a means to minimize noise.
- **Policy PS-11.3 Evaluate Noise.** Evaluate potential noise conflicts for individual sites and projects and require mitigation of all significant noise impacts (including construction and short-term noise impacts) as a condition of project approval.
- **Policy PS-11.4 Protect Noise-Sensitive Uses.** Protect noise-sensitive uses from new noise sources.

Goal PS-12: Minimize noise conflicts from transportation sources and airports.

- **Policy PS-12.1 Traffic Noise.** Minimize noise conflicts between current and proposed land uses and the circulation network by encouraging compatible land uses around critical roadway segments with higher noise potential.

Construction Noise

Project construction would be temporary and completed in two phases. Activities would include grading, building construction, architectural coating, and paving of a gas station, convenience store, and attached quick service restaurant with drive-thru (Phase I), and a retail drug store and fast food restaurant with drive-throughs (Phase II). Peak noise levels associated with the use of individual pieces of heavy construction equipment can range from about 70 to 89 dBA Lmax at 50 feet from the source, depending on the types of equipment in operation at any given time and phase of construction

In the Noise Study prepared by Rincon Consultants, Construction noise was estimated using the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM). RCNM predicts construction noise levels for a variety of construction operations based on empirical data and the application of acoustical propagation formulas. RCNM provides reference noise levels for standard construction equipment, with an attenuation of 6 dBA per doubling of distance for stationary equipment and 3 dBA per doubling of distance for mobile equipment. The construction equipment used in RCNM was generated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2. CalEEMod uses Project characteristics, such as land use, building sizes, and lot acreage, to estimate a Project's emissions and uses default equipment lists in its modeling based on empirical data.

The results of the noise measurements were compared to the City's noise compatibility standards to determine if the site provides a noise environment compatible with the proposed commercial uses. Per Hemet's noise compatibility standards, shown in Table 3-5, the Project site would be considered compatible if ambient noise levels are less than 70 dBA CNEL and conditionally acceptable when ambient noise levels are between 67 dBA and 77 dBA CNEL. Commercial development is normally unacceptable when ambient noise levels are over 75 dBA CNEL.

Construction noise would be temporary in nature and vary based on construction phase and the location of construction on the Project site. Exceedance of the applicable noise standard would not constitute a nuisance as long as construction does not occur outside of the approved hours on the construction permit. Therefore, if Project construction occurs within the Project's permitted hours then construction noise would not be considered a nuisance for nearby sensitive receptors. The mitigation measures listed below would reduce construction noise impacts to nearby sensitive receptors to the extent feasible.

Operational Noise

The Project would add sources of on-site operational noise including on-site delivery and trash trucks, loading activities, mechanical equipment, such as rooftop-mounted heating, ventilation, and air-conditioning (HVAC) equipment, and a commercial retail/fast food drive-through.

On-site operational noise would be significant if noise levels exceed City standards for exterior noise at nearby noise sensitive receptors. Existing residences adjacent to the Project site to the west, further to the west along Shiraz Drive, north across Fruitvale Avenue, and northeast across the intersection of West Fruitvale Avenue and North Sanderson Avenue would be impacted if operational noise levels would exceed 45 dBA Leq (hourly) between the hours of 10:00 PM and 7:00 AM or 60 dBA Leq (hourly) between the hours of 7:00 AM and 10:00 PM per Table 6.5 *Noise Level Performance Standards for Non-Transportation Noise Sources* from Chapter 6: Public Safety Element of the City of Hemet General Plan 2030.

According to the Noise Study prepared for this Project noise levels would be exceeded during loading activities. The property line separating the nearest residence from the Project site is approximately 60 feet west of the loading area for the retail facility. At a distance of 57 feet, the predicted loading dock noise exposure is roughly 61 dBA Leq. This falls above the City's daytime exterior noise standard for stationary sources of 60 dBA Leq and exceeds the nighttime exterior noise standard of 45 dBA Leq.

The nearest noise sensitive receptor to both drive-throughs is the existing residence located on the adjacent parcel west of the Project site. Noise exposure at the property line of the nearest noise sensitive receptor would be 59 dBA Leq from the pharmacy drive-thru (approximately 70 feet from the residential property line) and 60 dBA Leq from the fast-food drive-thru (approximately 60 feet from the residential property line). Therefore, drive-thru noise would not exceed City's 60 dBA Leq daytime standard but would exceed the 45 dBA Leq nighttime standard assuming that both drive-throughs would operate 24 hours.

The gas station convenience store, attached quick service restaurant, drive-thru restaurant, and retail store would each have a rooftop HVAC unit that would generate noise during equipment operation. The nearest sensitive receptor to the HVAC units would be the existing residential parcel located immediately west of the Project site. The property line for this receptor would be located a minimum of approximately 70 feet from the gas station convenience store HVAC unit, 60 feet from the quick service restaurant HVAC unit, 95 feet from the fast-food drive-thru unit, and 75 feet from the retail building HVAC unit. HVAC operation would expose this sensitive receptor to noise levels as high as 68 dBA Leq, which exceeds City daytime and nighttime standards for stationary sources.

Temporary construction of the Project would generate noise at nearby sensitive receptors. To avoid conflict with City's noise standards, it is recommended that construction be limited to the approved hours of construction as set forth on the Project's permit or other City entitlement as issued by the building official, planning department, or city council, consistent with Section 30-32[43] of the Hemet Municipal Code.

The Project would be compatible with applicable city standards for noise levels generated by transportation-related sources and would not generate perceptible offsite roadway noise. However, on-site operational noises generated by loading dock activity, the drive-thru restaurant and pharmacy, and HVAC units would potentially generate noise levels exceeding City daytime and/or nighttime standards. Noise control measures would be required to ensure noise levels would not exceed applicable standards. Noise control recommendations provided in the Noise Study prepared by Rincon Consultants are listed below to address each potential noise source.

Discussion of Impacts

a) Less than Significant Impact with Mitigation. On-site operational noises generated by loading dock activity, the drive-thru restaurant and pharmacy, and HVAC units would potentially generate noise levels exceeding City daytime and/or nighttime standards as set forth in the City of Hemet Municipal Code. Noise control mitigation measures would reduce impacts to a less than significant level.

b) Less than Significant Impact. The proposed Project is not expected to expose persons to or generate excessive groundborne vibration or groundborne noise levels. Impacts would be less than significant

c) Less than Significant Impact. The proposed Project is within two (2) miles of the Hemet-Ryan Airport. Specifically, within compatibility zone (E), and subject to the provisions the Hemet-Ryan Airport Land Use Plan (ALUP), as well as the FAA regarding structure height within an airport influence area. The Riverside County Airport Land Use Commission (ALUC) found the Project to be consistent with the Hemet-Ryan ALUCP, subject to conditions of approval for the Project. Impacts would be less than significant.

Mitigation Measures

Mitigation:

Loading Dock

Noise-1: Restrict delivery/loading dock hours of operation to daytime hours. Restrict operations from 10 PM to 7 AM to ensure that uses would not generate noise levels exceeding City nighttime standards.

Noise-2: Build a solid wall along the western boundary of the loading dock at sufficient height and length to block line-of-sight between the loading dock and the existing residence on the adjacent parcel west of the Project site.

Drive-Thru

Noise-3: Restrict hours of operation for both the pharmacy drive-thru and the restaurant drive-thru between 10 PM to 7 AM.

Noise-4: Construct a masonry wall along the western portion of both the pharmacy and restaurant drive-thru lanes of appropriate height to block the line of site between the adjacent residential property and the drive-throughs. The masonry wall shall be designed to reduce drive-thru noise by approximately 14 dBA for the pharmacy drive-thru and 15 dBA for the restaurant drive-thru.

HVAC Equipment

Noise-5: Shield individual uses. Install a screen or parapet around the HVAC units. To be an effective noise barrier, the screen or parapet should extend at least one foot above the tallest rooftop unit and be of sufficient length to block line of sight between the HVAC units and existing offsite residences.

Noise-6: Locate the retail rooftop HVAC unit along the eastern side of the building, approximately 170 feet from the property line of the residence to the west of the Project site.

Noise-7: Locate the quick service restaurant HVAC unit with a setback of at least 25 feet from the western edge of the building, or approximately 85 feet from the Project site's western boundary.

Noise-8: Locate the drive-thru restaurant HVAC unit with a setback of at least 40 feet from the western edge of the building, or approximately 135 feet from the Project site's western boundary.

Noise-9: Locate the gas station/convenience store HVAC unit with a setback of at least 35 feet from the western edge of the building, or approximately 110 feet from the Project site's western boundary.

Noise-10: Install HVACs on the rooftops of proposed buildings such that the building itself blocks line of sight between the HVAC and offsite receptors.

Monitoring: No monitoring required.

POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Population and Housing – 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?	☐	☐	☐	☒

Project Impacts and Mitigation Measures

Sources: Project Materials, Hemet General Plan Housing Element

Findings of Fact:

Discussion of Impacts

a) Less than Significant Impact. As proposed, the Project would not induce substantial population growth to the subject area, either directly or indirectly.

b) No Impact. The proposed Project is a commercial retail development on a currently vacant parcel surrounded by other vacant land as well as residential developments, and a church/school campus. The Project would not displace substantial numbers of existing

housing, necessitating the construction of replacement housing elsewhere. No impact is expected.

Mitigation Measures

Mitigation: No mitigation required.

Monitoring: No monitoring required.

PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Public Services – Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service rations, response times or other performance objectives for any of the public services:				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☐	☒
e) Other public facilities?	☐	☐	☐	☒

Project Impacts and Mitigation Measures

Sources:

City of Hemet General Plan Public Safety Element; Project Materials

Findings of Fact:

Discussion of Impacts

a) Less than Significant Impact. The Hemet Fire Department is responsible for fire suppression, rescue activities, and hazardous materials incidents within the City. In 2010, the Hemet Fire Department responded from four fire stations and maintained four Type I engine companies, a 102-foot aerial truck company, a hazardous materials response unit, and three reserve units. A fire facilities plan was prepared in 2009 to ensure adequate current and future coverage in the City. The City has entered into mutual and reciprocal agreements with Riverside County/CAL FIRE and the Idyllwild Fire Protection District to ensure expedited service delivery to residents of the Hemet community. The closest facility is Fire Station #3 at the corner of Devonshire Avenue and Cawston Avenue approximately 1-mile from the Project site. The proposed Project will likely result in increasing calls for service due to the regular operation of the retail facility, gas station, and drive-thru restaurants; however, this increase is anticipated to be negligible as compared to similarly-situated facilities. Impact would be less than significant.

b) Less than Significant Impact. The Hemet Police Department provides service and protection to the residents, merchants and visitors to the city. The department consists of 84 sworn officers with specialty divisions including but not limited to Detective, Traffic, Gang Task Force, K-9, Community Services, etc., and 42 non-sworn personnel that consists of support staff, and part-time volunteers, who work out of the Police Headquarters or one of the two substations in the city. The project site is situated approximately 3.5 miles from the closest sub-station, located at 3663 W. Florida Avenue. The City of Hemet Police Department patrols the 28.3 square mile city which is divided into five "beats" or zones. Development of the project site will result in the payment of Development Impact Fees, which are used towards the development and construction of capital improvements dedicated to the Police Department. The proposed Project will likely result in increasing calls for service due to the regular operation of the retail facility, gas station, and drive-thru restaurants; however, this increase is anticipated to be negligible as compared to similarly-situated facilities. Impacts would be less than significant.

c) No Impact. Several schools surround the Project site, they include:
- Tahquitz High School (0.75 miles NW),
- Rancho Viejo Middle School (0.5 miles W)
- Cawston Elementary School (0.5 miles SW),
- Fruitvale Elementary (0.35 miles E)
- West Valley High School 3.0 miles S)

As a commercial retail development, there would be no impact to school facilities in the area.

d) No Impact. Several parks surround the Project site including:
- Cawston Park (0.75 miles SW)
- Oltman Park (0.5 Miles W)
- Gibbel Park (1.0 miles SE)
- Ward Park (1.25 miles N)

There would be no impact to park facilities with implementation of the proposed Project.

e) No Impact. Other public facilities such as libraries, hospitals, and churches are well represented in the City of Hemet. Implementation of the Project would not impact these types of facilities significantly.

Mitigation Measures

Mitigation: No mitigation required.

Monitoring: No monitoring required.

RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Recreation				
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?	☐	☐	☐	☒

Project Impacts and Mitigation Measures

Sources:

City of Hemet General Plan Recreation and Trails Element;

Findings of Fact:

According to the Hemet General Plan, the City has a continuing goal to establish and maintain a system of park, recreation, and open space lands of sufficient size and in the appropriate locations to serve the needs of Hemet residents of all ages and physical capability. The facilities comprise public parks, private parks and recreation facilities, golf courses, joint use facilities with the Hemet Unified School District, and special use parks that offer a range of amenities and recreational activities.

Discussion of Impacts

a), b) No Impact: The San Jacinto Valley offers many recreational opportunities due to its close proximity to the mountains, deserts, and beaches. There are several recreational opportunities within five miles of the Project area, including:

- Lynden Trail Park (1.75 miles NE)
- Seven Hills Golf Course (2.75 Miles SE)
- Diamond Valley Lake (4.0 miles S)

As a commercial retail development, the Project would not increase the use of existing neighborhood or regional parks or other recreational facilities, nor will it require the construction or expansion of recreational facilities Implementation of the Project would not impact these facilities in a significant way.

Mitigation Measures

Mitigation: No mitigation required.

Monitoring: No monitoring required.

TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Transportation/Traffic – 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 geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☐	☒

Project Impacts and Mitigation Measures

Sources:

Traffic Impact Study, Darnell and Associates, Inc, June 20, 2018; City of Hemet Municipal Code, City of Hemet General Plan; Submitted Project materials

Findings of Fact:

According to the Traffic Impact Study prepared by Darnell and Associates, the 2010 Highway Capacity Manual (HCM) methodology was used to evaluate the peak hour operating conditions of the study area intersections *See* Figure 2-8. Signalized and unsignalized intersection operations were analyzed with Synchro 8 software (Trafficware), using methodologies outlined in the 2010 HCM.

The HCM methodology calculates delay, which corresponds to a particular Level of Service (LOS), to describe the overall operation of an intersection. Delay is a measure of driver and/or passenger discomfort, frustration, fuel consumption, and lost time. The criteria for the LOS grade designations are provided in Table 3-6 below. The City of Hemet identifies the threshold for acceptable operating conditions for signalized and unsignalized intersections a LOS “D” or better.

Table 3-6 LOS Criteria for Intersections

LOS	Control Delay (sec/veh)		Description
	Signalized Intersections	Unsignalized Intersections	
A	≤10	≤10	Operations with very low delay and most vehicles do not stop.
B	>10 and ≤20	>10 and ≤15	Operations with good progression but with some restricted movements.
C	>20 and ≤35	>15 and ≤25	Operations where a significant number of vehicles are stopping with some backup and light congestion.
D	>35 and ≤55	>25 and ≤35	Operations where congestion is noticeable, longer delays occur, and many vehicles stop. The proportion of vehicles not stopping declines.
E	>55 and ≤80	>35 and ≤50	Operations where there is significant delay, extensive queuing, and poor progression.
F	>80	>50	Operations that are unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection.

Source: *2010 Highway Capacity Manual*

Traffic Impact Study, Darnell and Associates, Inc, June 20, 2018

For the purposes of analyzing CEQA impacts, the existing project scenario was used to establish significant direct impacts associated with the Project. The following summarizes the conditions that are considered significant under CEQA.

- When existing traffic conditions exceed the General Plan target LOS.
- When Project traffic, added to existing traffic, will deteriorate the LOS to below the target LOS, and impacts cannot be mitigated through Project conditions of approval.
- When combined with future developments, cumulative traffic impacts may require additional improvements to maintain acceptable traffic operations with or without the Project. The Project would be responsible for paying its fair share of identified improvements that would restore conditions to an acceptable LOS.

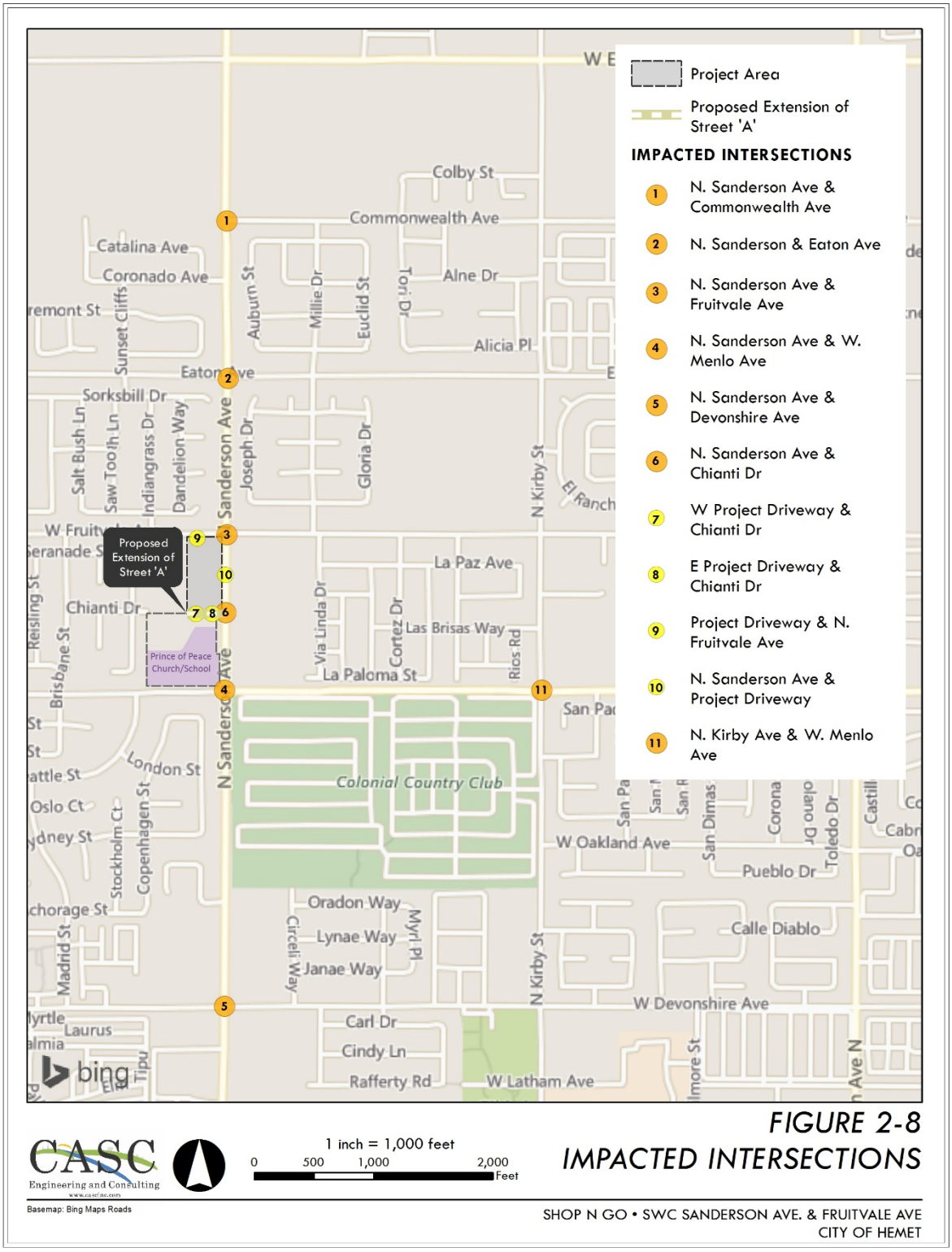

FIGURE 2-8
IMPACTED INTERSECTIONS

SHOP N GO • SWC SANDERSON AVE. & FRUITVALE AVE
CITY OF HEMET

Figure 2-8 Impacted Intersections

Analyzed in the Traffic Impact Study Table 3-7 summarizes existing peak hour intersection LOS.

Table 3-7 Existing Peak Hour Intersection LOS Summary

#	Intersection	Traffic Control	Peak Hour	Existing Conditions	
				Delay (a)	LOS (b)
1	N. Sanderson Ave. & Commonwealth Ave.	OWSC	AM	23.1	C
			PM	33.8	D
2	N. Sanderson Ave. & Eaton Ave.	Signal	AM	19.0	B
			PM	11.9	B
3	N. Sanderson Ave. & N. Fruitvale Ave.	Signal	AM	14.0	B
			PM	11.0	B
4	N. Sanderson Ave. & W. Menlo Ave.	Signal	AM	19.8	B
			PM	19.8	B
5	N. Sanderson Ave. & Devonshire Ave.	Signal	AM	26.2	C
			PM	40.9	D
6	N. Sanderson Ave. & Chianti Dr.	OWSC	AM	DNE	
			PM		
7	W Proj Dwy & Chianti Dr.	OWSC	AM	DNE	
			PM		
8	E Proj Dwy& Chianti Dr.	OWSC	AM	DNE	
			PM		
9	Proj Dwy & N. Fruitvale Ave.	OWSC	AM	DNE	
			PM		
10	N. Sanderson Ave. & Proj Dwy	OWSC	AM	DNE	
			PM		
11	N. Kirby Ave. & W. Menlo Ave.	AWSC	AM	16.0	C
			PM	18.3	C

Signal: Traffic signal, OWSC: One-Way Stopped Control, AWSC: All-Way Stopped Control, DNE = Does not exist

(a) Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections, (b) LOS calculations are based on the methodology outlined in the *2010 Highway Capacity Manual* (HCM) and performed using Synchro 8.

(b) LOS calculations are based on the methodology outlined in the *2010 Highway Capacity Manual (HCM)* and performed using Synchro8.

Traffic Impact Study, Darnell and Associates, Inc, June 20, 2018

According to the Traffic Impact Study prepared by Darnell and Associates the intersections of North Sanderson Avenue & Commonwealth Avenue (#1), and North Sanderson Avenue & Chianti Drive (#6) would result in a LOS “F” during the PM peak hour with implementation of Phase 1 & 2 of the project with existing conditions. These intersections are represented on Table 3-8 *Existing Plus Project Peak Hour Intersection LOS Summary*.

Table 3-8 Existing Plus Project Peak Hour Intersection LOS Summary

#	Intersection	Traffic Control	Peak Hour	Existing Conditions		Existing Plus Phase 1		Existing Plus Phases 1 & 2	
				Delay (a)	LOS (b)	Delay (a)	LOS (b)	Delay (a)	LOS (b)
1	N. Sanderson Ave & Commonwealth Ave	OWSC	AM	23.1	C	26.7	D	30.2	D
			PM	33.8	D	**42.9**	**E**	**54.2**	**F**
2	N. Sanderson Ave & Eaton Ave	Signal	AM	19.0	B	19.4	B	19.8	B
			PM	11.9	B	12.4	B	13.1	B
3	N. Sanderson Ave & N. Fruitvale Ave	Signal	AM	14.0	B	14.5	B	15.2	B
			PM	11.0	B	11.6	B	12.9	B
4	N. Sanderson Ave & W. Menlo Ave	Signal	AM	19.8	B	21.7	C	23.3	C
			PM	19.8	B	21.7	C	25.4	C
5	N. Sanderson Ave & Devonshire Ave	Signal	AM	26.2	C	27.7	C	29.6	C
			PM	40.9	D	42.7	D	45.2	D
6	N. Sanderson Ave & Chianti Dr	OWSC	AM	DNE		23.2	C	27.2	D
			PM			**35.9**	**E**	**53.8**	**F**
7	W Proj Dwy & Chianti Dr	OWSC	AM	DNE		8.6	A	8.7	A
			PM			8.7	A	8.7	A
8	E Proj Dwy & Chianti Dr	OWSC	AM	DNE		9.2	A	9.5	A
			PM			9.3	A	9.8	A
9	Proj Dwy & N. Fruitvale Ave	OWSC	AM	DNE		11.4	B	11.5	B
			PM			10.0	A	10.1	B
10	N. Sanderson Ave & Proj Dwy	OWSC	AM	DNE		12.4	B	13.4	B
			PM			14.2	B	16.6	C
11	N. Kirby Ave & W. Menlo Ave	AWSC	AM	16.0	C	16.8	C	17.4	C
			PM	18.3	C	19.4	C	20.8	C

Notes:

Signal: Traffic signal, OWSC: One-Way Stopped Control

DNE = Does not exist

(a) Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.

(b) LOS calculations are based on the methodology outlined in the *2010 Highway Capacity Manual* (HCM) and performed using Synchro 8.

Traffic Impact Study, Darnell and Associates, Inc, June 20, 2018

When considering both Phase 1 and Phase 2 of the project plus cumulative projects at opening year 2020, the intersections of North Sanderson Avenue & Commonwealth Avenue, and North Sanderson Avenue & Chianti Drive would result in a LOS "F" during the AM and PM peak hours. Additionally, the intersection at North Sanderson Avenue & Devonshire Avenue represented as intersection #5 in Table 3-1 would be reduced to a LOS "E" for the PM peak hour, which is also an unacceptable LOS according to the City of Hemet General Plan. Table 3-9 summarizes cumulative peak hour intersection LOS and resulting mitigated LOS at the three significantly impacted intersections.

Table 3-9 Mitigated Opening Year Plus Cumulative Peak Hour Intersection LOS Summary

#	Intersection	Traffic Control	Peak Hour	Opening Year (2020) Plus Cumulative Plus Project		Opening Year (2020) Plus Cumulative Plus Project Mitigated		Δ in Delay
				Delay (a)	LOS (b)	Delay (a)	LOS (b)	
1	N. Sanderson Ave & Commonwealth Ave	Signal	AM	**89.8**	**F**	4.4	A	-85.4
			PM	**283.3**	**F**	6.7	A	-276.6
5	N. Sanderson Ave & Devonshire Ave	Signal	AM	36.8	D	30.0	C	-6.8
			PM	**77.7**	**E**	53.4	D	-24.3
6	N. Sanderson Ave & Chianti Dr Prj Dwy	Signal	AM	**51.0**	**F**	4.1	A	-46.9
			PM	**173.7**	**F**	11.7	B	-162.0

Notes: Signal: Traffic signal
(a) Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.
(b) LOS calculations are based on the methodology outlined in the *2010 Highway Capacity Manual* (HCM) and performed using Synchro 8.

Traffic Impact Study, Darnell and Associates, Inc, June 20, 2018

Discussion of Impacts

a) Less than Significant Impact with Mitigation. According to *Chapter 4: Circulation Element* of the City of Hemet General Plan, the proposed Project would conflict with the applicable LOS as described in the plan. The Project would be required to comply with all ordinances and policies establishing measures of effectiveness for the performance of the circulation system, considering all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transits. With implementation of the mitigation measures summarized below, traffic impacts would be reduced to a less than significant level.

b) Less than Significant Impact with Mitigation. According to the Traffic Study prepared by Darnell and Associates the proposed Project would be consistent with CEQA guidelines section 15064 subdivision (b). The proposed Project would result in a LOS of "E" and "F" at the three intersections described above (Table 3-9), which would conflict with acceptable LOS as described in the City of Hemet General Plan. However, mitigation measures described in the Traffic Impact Study prepared by Darnell and Associates are listed below. With implementation of these measures, traffic impacts would be reduced to less than significant levels.

c) No Impact. The Project will be required to comply with the City of Hemet Municipal Code and General Plan regarding the safety and usage of specific design features. Thus, the Project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

d) No Impact. The Project will be required to comply with the City of Hemet Municipal Code and General Plan regarding emergency access for the proposed Project site. The Project would not result in inadequate emergency access.

Mitigation Measures

Mitigation:

TRA-1: Prior to map recordation or the issuance of the first occupancy permit, whichever comes first, the applicant, developer, or successor-in-interest shall pay fair their share (14%) to install a traffic signal and consequential improvements at the intersection of North Sanderson Avenue & Commonwealth Avenue.

TRA-2: Prior to map recordation or the issuance of the first occupancy permit, whichever comes first, the applicant, developer, or successor-in-interest shall pay fair share (13.5%) to widen North Sanderson Avenue at the Intersection of North Sanderson Avenue & Devonshire Avenue, as necessary, to add a northbound and southbound right-turn lane and modify the existing traffic signal to accommodate the widening.

TRA-3: Prior to the issuance of the first occupancy permit in Phase One, the applicant, developer, or successor-in-interest shall install traffic signals and consequential improvements at the intersection of North Sanderson Avenue & Chianti Drive.

TRA-4: The applicant shall participate in the funding or construction offsite improvements that are needed to serve cumulative traffic conditions through the payment of the Transportation Mitigation Fees (TUMF) and City of Hemet Development Impact (DIF) or a fair share contribution as directed by the City. These fees are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with projected population increases.

The project's fair share percentages were taken from the Traffic Impact Study prepared by Darnell and Associates. Fair share percentages are subject to the approval of the Engineering Department and/or Planning Department. Fair share amounts will be evaluated at the time of parcel map recordation or prior to any permit issuance and shall include 120% of the cost for planning, design, construction and administration as calculated by the Engineering Department. The payment of fair share contributions are not part of an existing fee program (e.g., TUMF and/or DIF). The City Engineering and/or Planning Department shall evaluate and require payment or sufficient security established prior to the first occupancy permit within Phase One.

Monitoring: Monitoring shall be provided by the City of Hemet Department of Engineering and Public Works.

TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Tribal Cultural Resources – Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Project Impacts and Mitigation Measures

Sources:

Cultural Resources Survey, Salem Engineering Group, Inc., 2018; Phase I Environmental Site Assessment, Salem Engineering Group, Inc, May 4, 2016

Findings of Fact:

Discussion of Impacts

a) No Impact. According to the Cultural Resources Survey performed by Salem Engineering Group, no prehistoric or historic resources have been identified within the boundaries of the study area. No listed or eligible for listing in the National Register of Historic Places or California Historical Landmarks have been recorded within a one-mile radius of the Project. The Project would not cause a substantial adverse change in the significance of a historical resource as defined in §15064.5.

b) Less than Significant Impact with Mitigation. According to the Cultural Resources Survey conducted by Salem Engineering, the results of the records search conducted at the Eastern Information Center at UC Riverside did not identify any

prehistoric resources within the boundaries of the Project area. The results of the field study were also negative. A Sacred Lands File Check for the Project area was also conducted on June 27, 2018 and resulted in no sacred Native American sites having been recorded within the boundaries of the study area. No prehistoric resources of any kind were identified during the course of the investigation.

Per Resource Code Section 5024.1: “In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of any newly discovered resource to a California Native American tribe.”

If inadvertent archaeological, or paleontological discoveries are made, including that of human remains, mitigation measures (**CUL-1**, **CUL-2**, and **CUL-3**) as outlined in the Cultural Resources section would also apply.

Mitigation Measures

Mitigation: Also refer to **CUL-1, CUL-2, and CUL-3**

TCR-1: Prior to issuance of a grading permit the applicant shall commission an assessment of the potential for archeological and cultural resources to be performed by a qualified archeologist in conjunction with recognized Native American tribes, including the Soboba Band of Luiseno Indians, in order to determine the presence and extent of any such resources within the project area and evaluate the significance of such resources. The assessment shall include a NAHC and CHRIS records search, a Phase I walkover survey, and preparation of an archeological report containing the results of this assessment. A phase II archeological evaluation will be completed if recommended in the assessment.

TCR-2: Prior to the issuance of a grading permit, the developer shall enter a Treatment and Disposition Agreement (TDA) with the Soboba Band of Luiseno Indians to address treatment and disposition of archaeological/cultural resources and human remains associated with Soboba Band of Luiseno Indians that may be uncovered or otherwise discovered during construction of the project. The TDA may establish provisions for tribal monitors. Following execution of the TDA by the developer and Soboba Band of Luiseno Indians, the TDA will be incorporated by reference into the grading permit.

TCR-3: If an archeological/cultural assessment demonstrates the potential for archeological / cultural resources to occur on the project site, tribal monitors, including the Soboba Band of Luiseno Indians may be allowed to monitor all grading, excavation, ground-disturbing activities, including further survey. Following the agreement of the City, the designated archeologist, the tribal monitor, and any applicable responsible or trustee agencies, grading, excavation, ground-disturbing activities shall be stopped temporarily and redirected in the event any archeological/cultural resources are discovered in order to evaluate the significance of any archeological/cultural resource discovered on the property.

TCR-4: If paleontological resources are encountered during grading, ground disturbance activities shall cease so a qualified paleontological monitor can evaluate any paleontological resources exposed during the grading activity If paleontological resources are encountered, adequate funding shall be provided to collect, curate and report on these resources to ensure the values inherent in the resources are adequately characterized and preserved. Collected specimens will be sent to the appropriate authorities for collection.

TCR-5: If human remains are encountered on the property, then the Riverside County Coroner's Office MUST be contacted within 24 hours of the find, and all work halted until a clearance is given by that office and any other involved agencies. If it is determined that the remains might be those of a Native American, the California Native American Heritage Commission and the Soboba Band of Luiseno Indians shall be notified, and appropriate measures provided by State law shall be implemented.

Monitoring: Given the sensitivity of the region for prehistoric resources, it is required that any future earth disturbing activities connected with development of the property be monitored by a tribal monitor and/or professional archaeologist.

UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Utilities and Service Systems – 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 or relocation 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Project Impacts and Mitigation Measures

Sources:

Phase I Environmental Site Assessment Salem Engineering, Inc. November 2; 2018 City of Hemet General Plan.

Findings of Fact:

Wastewater Treatment

Wastewater Ordinance - The Eastern Municipal Water District (EMWD) Wastewater Ordinance requires any business that desires to discharge industrial wastewater to the Districts' sewage system to first obtain an industrial wastewater discharge permit.

Domestic Water

The water purveyor for the subject property is the EMWD.

Sewer Service

According to EMWD records, sewer service has been provided to the subject property vicinity since the 1970s. No sewer violations or records of septic systems are on file for the subject property address.

Discussion of Impacts:

a) Less than Significant Impact. The proposed Project is located within the EMWD water services area. The Project will not physically alter existing facilities or result in the construction of new or physically altered facilities. Any construction of new facilities required by the cumulative effects of this Project and surrounding projects would have to meet all applicable environmental standards.

b) Less than Significant Impact. The proposed Project is located within the EMWD water services area. The Project proponent would need to obtain a promise to serve letter from EMWD if it is determined that the district has sufficient supplies to serve the Project.

c) Less than Significant Impact. The proposed Project is located within the EMWD water/sewer service area. The Project proponent would need to obtain a promise to serve the development from EMWD if it is determined that the district has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments.

d) Less than Significant Impact. According to the County of Riverside website, Riverside County has six landfills that serve the entire county. The closest to the Project site is the Lamb Canyon Landfill, approximately 8.0 miles north of the Project in the city of Beaumont. The proposed Project has the potential to impact landfill capacity from the generation of solid waste during construction. The Project will not physically alter existing facilities or result in the construction of new or physically altered facilities. Any construction of new facilities required by the cumulative effects of this Project and surrounding Projects would have to meet all applicable environmental standards. The landfill has sufficient permitted capacity to accommodate the Project's solid waste disposal needs.

e) Less than Significant Impact. The Project would comply with federal, state, and local statutes and regulations related to solid waste.

Mitigation Measures

Mitigation: No mitigation required.

Monitoring: No monitoring required.

WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Wildfire – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, 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, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, 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?	☐	☐	☐	☒

Project Impacts and Mitigation Measures

Sources:

City of Hemet General Plan Figure 6.4 *Wildland Fire Hazard Severity Zones*

Findings of Fact:

The proposed Project is not within a wildland severity zone according to the City of Hemet General Plan Figure 6.4 *Wildland Fire Hazard Severity Zones*. The Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

Discussion of Impacts

a) No Impact. The proposed Project would not substantially impair an adopted emergency response plan or emergency evacuation plan, there will be no impact.

b) No Impact. Implementation of the proposed Project will cause a significant impact due to slope, prevailing winds, and other factors, exacerbate wildfire risks, thereby exposing project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire.

c) Less than Significant Impact. The proposed Project will require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) but is not expected to exacerbate fire risk that may result in temporary or ongoing impacts to the environment.

d) No Impact. The proposed Project will not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes

Mitigation Measures

Mitigation: No mitigation required.

Monitoring: No monitoring required.

MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Mandatory Findings of Significance				
a) Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California History or prehistory?	☐	☒	☐	☐
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?	☐	☐	☒	☐

Discussion of Impacts:

a) Less than Significant Impact with Mitigation. The property supports 4.21-acres of suitable burrowing owl habitat. An additional 15.79-acres of suitable BUOW habitat is present within 150-meters of the property. Suitable habitat consists of open ruderal habitat and non-native grassland. Suitable habitat on the property, east of the property, and south of the property appears to be routinely maintained with weed abatement activities. Measures to mitigate impacts to Biological Resources were addressed and with implementation, would reduce those impacts to less than significant. There is no open space designated solely for the preservation of natural resources nor any policies or plans at the local, regional, or state level for conservation purposes.

b) Less than Significant Impact with Mitigation. The proposed Project is for a commercial development in a developed area of the City of Hemet. The Project vicinity is developed and in an urbanized area that is designated for residential and neighborhood commercial developments. Implementation of the Project, *i.e.*, the development of a commercial retail center and gas station will not induce growth such that impacts will continue to accumulate. Resources such as Air Quality and GHG were shown not to have an impact on the surrounding area resulting from implementation of the Project during temporary construction or operation of the facility. Expected traffic generated by the Project was analyzed and resulted in the reduction of LOS at three intersections to unacceptable levels. Mitigation measures recommended by Darnell and Associates would reduce traffic impacts to a less than significant level. Measures to reduce impacts from hazardous materials have been addressed in relation to the handling of potential ACBMs. With consideration of reasonably foreseeable future Projects, the development of this Project will not result in cumulatively considerable impacts.

c) Less than Significant Impact. The proposed Project will not result in environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. Mitigation measures described in the Biological Resources, Cultural Resources, Hazardous Materials, Noise and Transportation/Traffic sections above that were determined to have possible significant impacts if unmitigated will be required to implement the respective mitigation measures listed in that section, restated in the Mitigation Monitoring Reporting Program found in Section 3.3 in order to reduce any impacts to a less than significant level.

CHAPTER THREE – MITIGATION, MONITORING, AND REPORTING PROGRAM (MMRP)

Mitigation measures are included within each section of the initial study checklist and are provided below. Table 3-10: Mitigation Monitoring and Reporting Program outlines the potential impacts and mitigation measures of the proposed Project and assigns responsibility for the oversight of each mitigation measure. This Table shall be included in all bid documents and included as a part of the Project development.

Table 3-10 Mitigation Monitoring and Reporting Program

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
BIOLOGICAL RESOURCES				
Biological Resources	**BIO-1:** Although BUOW were absent, a 30-Day BUOW Pre-Construction Survey will be required prior to Project-related ground disturbance activities. If burrowing owls have colonized the Property prior to the initiation of Project-related construction, the Project proponent should immediately inform the City of Hemet (Lead Agency) and the Wildlife Agencies (i.e., CDFW and USFWS). The Project proponent would need to coordinate further with the City of Hemet and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance.	Monitoring will be provided by the City of Hemet, the California Department of Fish and Wildlife, and the United States Fish and Wildlife Service (USFWS)	Prior to Grading	Less than Significant

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	BIO-2: If Project-related ground disturbance activities occur during the bird nesting season (typically February 15 to August 31), a pre-construction nesting bird survey shall be performed within three days of ground disturbance to avoid direct and indirect impacts to nesting birds, and thus ensure compliance with the Migratory Bird Treaty Act (MBTA) and California Fish and Game Codes (CFGC) 3503 and 3503.5.			
CULTURAL RESOURCES				
Cultural Resources	**CUL-1:** If at any time during excavation/construction of the site, archaeological/cultural resources, or any artifacts or other objects which reasonably appears to be evidence of cultural or archaeological resource are discovered, the property owner shall immediately advise the City of such and the City shall cause all further excavation or other disturbance of the affected area to immediately cease.	Applicant/Professional Archaeologist	Prior to Grading	Less than Significant
	CUL-2: A qualified paleontologist shall be retained for any excavation work exceeding a depth of eight feet and /or for any paleontological resources which are inadvertently discovered during ground disturbing activities, the qualified paleontologist shall document the discovery as appropriate, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5.			

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	CUL-3: If human remains are found, those remains would require proper treatment, in accordance with applicable laws. California Health & Safety Code Sections 7050.5 through 7055 describe the general provisions regarding human remains, including the requirements if any human remains are accidentally discovered during excavation of a site. As required by state law, the requirements and procedures set forth in Public Resources Code section 5097.98 would be implemented, including notification of the County Coroner, notification of the Hemet Police Department, notification of the Native American Heritage Commission and consultation with the individual identified by the Native American Heritage Commission to be the "most likely descendant." If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlie adjacent remains until the County Coroner has been notified, and the remains have been investigated and appropriate recommendations have been made for the treatment and disposition of the remains. This is existing law and a standard requirement to manage any accidental exposure of human remains.			
HAZARDS AND HAZARDOUS MATERIALS				
Hazards and Hazardous Materials	**HAZ-1:** In order to verify the potential concentrations of environmentally persistent pesticides and herbicides in the subject property's near-surface soils, conducting a LSA is required.	Applicant/Qualified Environmental Contractor	Prior to Grading	Less than Significant

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	HAZ-2: Prior to conducting any repair, renovation, or demolition work an asbestos survey will be required.	City of Hemet Approved California Licensed Asbestos Abatement Contractor	Prior to Grading	Less than Significant
NOISE				
Noise	**NOISE-1:** Restrict delivery/loading dock hours of operation to daytime hours. Restrict operations from 10 PM to 7 AM to ensure that uses would not generate noise levels exceeding City nighttime standards.	City of Hemet Community Development Director	During Operation of Project	Less than Significant
	NOISE-2: Build a solid wall along the western boundary of the loading dock at sufficient height and length to block line-of-sight between the loading dock and the existing residence on the adjacent parcel west of the Project site.		During Construction of Project	Less than Significant
	NOISE-3: Restrict hours of operation for both the pharmacy drive-thru and the restaurant drive-thru between 10 PM to 7 AM.		During Operation of Project	Less than Significant
	NOISE-4: Construct a masonry wall along the western portion of both the pharmacy and restaurant drive-thru lanes of appropriate height to block the line of site between the adjacent residential property and the drive-throughs. The masonry wall shall be designed to reduce drive-thru noise by approximately 14 dBA for the pharmacy drive-thru and 15 dBA for the restaurant drive-thru.		During Construction of Project	Less than Significant

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	NOISE-5: Shield individual uses. Install a screen or parapet around the HVAC units. To be an effective noise barrier, the screen or parapet should extend at least one foot above the tallest rooftop unit and be of sufficient length to block line of sight between the HVAC units and existing offsite residences.			
	NOISE-6: Locate the retail rooftop HVAC unit along the eastern side of the building, approximately 170 feet from the property line of the residence to the west of the Project site.			
	NOISE-7: Locate the quick service restaurant HVAC unit with a setback of at least 25 feet from the western edge of the building, or approximately 85 feet from the Project site's western boundary.			
	NOISE-8: Locate the drive-thru restaurant HVAC unit with a setback of at least 40 feet from the western edge of the building, or approximately 135 feet from the Project site's western boundary.			
	NOISE-9: Locate the gas station/convenience store HVAC unit with a setback of at least 35 feet from the western edge of the building, or approximately 110 feet from the Project site's western boundary.			
	NOISE-10: Install HVACs on the rooftops of proposed buildings such that the building itself blocks line of sight between the HVAC and offsite receptors.			
TRANSPORTATION				

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
Transportation	**TRA-1:** Prior to map recordation or the issuance of the first occupancy permit, whichever comes first, the applicant, developer, or successor-in-interest shall pay fair their share (14%) to install a traffic signal and consequential improvements at the intersection of North Sanderson Avenue & Commonwealth Avenue.	City of Hemet Engineering Department	Prior to Building Permit Issuance	Less than Significant
	TRA-2: Prior to map recordation or the issuance of the first occupancy permit, whichever comes first, the applicant, developer, or successor-in-interest shall pay fair share (13.5%) to widen North Sanderson Avenue at the Intersection of North Sanderson Avenue & Devonshire Avenue, as necessary, to add a northbound and southbound right-turn lane and modify the existing traffic signal to accommodate the widening.			
	TRA-3: Prior to the issuance of the first occupancy permit in Phase One, the applicant, developer, or successor-in-interest shall install traffic signals and consequential improvements at the intersection of North Sanderson Avenue & Chianti Drive.			

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	TRA-4: The applicant shall participate in the funding or construction offsite improvements that are needed to serve cumulative traffic conditions through the payment of the Transportation Mitigation Fees (TUMF) and City of Hemet Development Impact (DIF) or a fair share contribution as directed by the City. These fees are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with projected population increases. The project's fair share percentages were taken from the Traffic Impact Study prepared by Darnell and Associates. Fair share percentages are subject to the approval of the Engineering Department and/or Planning Department. Fair share amounts will be evaluated at the time of parcel map recordation or prior to any permit issuance and shall include 120% of the cost for planning, design, construction and administration as calculated by the Engineering Department. The payment of fair share contributions are not part of an existing fee program (e.g., TUMF and/or DIF). The City Engineering and/or Planning Department shall evaluate and require payment or sufficient security established prior to the first occupancy permit within Phase One.			
TRIBAL CULTURAL RESOURCES				
Tribal Cultural Resources	**REFER TO CUL-1, CUL-2, AND CUL-3**	Tribal Monitor and/or Qualified Archaeologist	During Grading of the Project	Less than Significant

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	TCR-1: Prior to issuance of a grading permit the applicant shall commission an assessment of the potential for archeological and cultural resources to be performed by a qualified archeologist in conjunction with recognized Native American tribes, including the Soboba Band of Luiseno Indians, in order to determine the presence and extent of any such resources within the project area and evaluate the significance of such resources. The assessment shall include a NAHC and CHRIS records search, a Phase I walkover survey, and preparation of an archeological report containing the results of this assessment. A phase II archeological evaluation will be completed if recommended in the assessment.	City of Hemet Community Development Director and Tribal Monitor and/or Qualified Archaeologist	During Grading of the Project	Less than Significant
	TCR-2: Prior to the issuance of a grading permit, the developer shall enter a Treatment and Disposition Agreement (TDA) with the Soboba Band of Luiseno Indians to address treatment and disposition of archaeological/cultural resources and human remains associated with Soboba Band of Luiseno Indians that may be uncovered or otherwise discovered during construction of the project. The TDA may establish provisions for tribal monitors. Following execution of the TDA by the developer and Soboba Band of Luiseno Indians, the TDA will be incorporated by reference into the grading permit.	City of Hemet Tribal Monitor and/or Qualified Archaeologist	Prior to Grading Permit	Less than Significant

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	TCR-3: If an archeological/cultural assessment demonstrates the potential for archeological/cultural resources to occur on the project site, tribal monitors, including the Soboba Band of Luiseno Indians may be allowed to monitor all grading, excavation, ground-disturbing activities, including further survey. Following the agreement of the City, the designated archeologist, the tribal monitor, and any applicable responsible or trustee agencies, grading, excavation, ground-disturbing activities shall be stopped temporarily and redirected in the event any archeological/cultural resources are discovered in order to evaluate the significance of any archeological/cultural resource discovered on the property.	Tribal Monitor and/or Qualified Archaeologist	During Grading of the Project	Less than Significant
	TCR-4: If paleontological resources are encountered during grading, ground disturbance activities shall cease so a qualified paleontological monitor can evaluate any paleontological resources exposed during the grading activity If paleontological resources are encountered, adequate funding shall be provided to collect, curate and report on these resources to ensure the values inherent in the resources are adequately characterized and preserved. Collected specimens will be sent to the appropriate authorities for collection.	Tribal Monitor and/or Qualified Archaeologist	During Grading of the Project	Less than Significant

Section Number	Mitigation Measures	Responsible for Monitoring	Timing	Impact after Mitigation
	TCR-5: If human remains are encountered on the property, then the Riverside County Coroner's Office MUST be contacted within 24 hours of the find, and all work halted until a clearance is given by that office and any other involved agencies. If it is determined that the remains might be those of a Native American, the California Native American Heritage Commission and the Soboba Band of Luiseno Indians shall be notified and appropriate measures provided by State law shall be implemented.	Tribal Monitor and/or Qualified Archaeologist	During Grading of the Project	Less than Significant

REFERENCES

Air Quality and Greenhouse Gas Assessment, Salem Engineering Group, Inc, May 23, 2018

California Department of Conservation Farmland Mapping & Monitoring Program

City of Hemet Climate Action Plan

City of Hemet General Plan

City of Hemet Official Zoning Map

Cultural Resources Survey, Salem Engineering Group, Inc., July 2, 2018

Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM)

Geotechnical Engineering Investigation, Salem Engineering Group, Inc. April 22, 2016

Hemet Community Energy Action Plan

Hemet General Plan FEIR, AECOM January 12, 2012

Hemet-Ryan Airport Land Use Compatibility Plan

Hydrology Report, Salem Engineering, January 15, 2018

Proposed Shop-N-Go Project Western Riverside County MSHCP Compliance Document, Empire Design Group, Inc., June 18, 2018

Phase I Environmental Site Assessment, Salem Engineering Group, Inc, May 4, 2016

Project Specific Water Quality Management Plan, Salem Engineering Group, January 12, 2018

Riverside County General Plan; Coachella Valley Multiple Species Habitat Conservation Plan South Coast Air Quality Management District (SCQAMD)

Traffic Impact Study, Darnell and Associates, Inc, June 20, 2018