



# ENVIRONMENTAL ASSESSMENT FORM INITIAL STUDY (IS)

---

## BACKGROUND INFORMATION AND PROJECT DESCRIPTION:

1. **Project Case Number(s):** TTM-36889 and TTM-36890
2. **Project Title:** River Oaks Ranch II ("Project") – TTM-36889 and TTM-36890
3. **Public Comment Period:**
4. **Lead Agency:** City of Hemet, Planning Department  
H.P. Kang, Principal Planner  
445 E. Florida Avenue  
Hemet, CA 92543-4209  
(951) 765-2456  
[HKang@cityofhemet.org](mailto:HKang@cityofhemet.org)
5. **Documents Posted At:** <http://www.cityofhemet.org/index.aspx?NID=797>
6. **Prepared By:** Diane Jenkins, AICP  
McKenna Lanier Group, Inc.  
(909) 519-8887  
[Diane@McKennaLanier.com](mailto:Diane@McKennaLanier.com)
7. **Project Sponsor:**

<b>Applicant</b>	<b>Property Owner</b>
Blaine Womer Blaine Womer Civil Engineering 41555 E. Florida Avenue, Suite G Hemet, CA 92544 (951) 658-1727 <a href="mailto:blaine@bawce.com">blaine@bawce.com</a>	Myrna Frame River Oaks Ridge, L.P. 800 S. Pacific Coast Highway, #8-511 Redondo Beach, CA 90277 (310) 316-0891 <a href="mailto:curtismyrna@verizon.net">curtismyrna@verizon.net</a>
8. **Project Location:** The Project site is located at the northwest corner of Elk Street and Thornton Avenue (TTM-36889) and the northeast corner of Elk Street and Thornton Avenue (TTM-36890), in the City of Hemet, California, as shown in Figure A. Both tentative maps lie in Section 21, Township 5 South, Range 1 West, San Bernardino base and meridian and are comprised of Tax Assessor parcel numbers 464-270-003, 004, 008, and 009.
9. **General Plan Designation:** LDR – Low Density Residential (2.1 - 5.0 du/ac)

The LDR—Low-Density Residential designation provides for traditional residential subdivisions, planned residential developments, mobile home subdivisions and parks, and low-density senior housing. The typical lot size is 7,200 square feet (sq. ft.) with a range of lot sizes from 6,000 sq. ft. to 20,000 sq. ft. (Figure B)

10. **Specific Plan Name and Designation:** Not located within a Specific Plan

11. **Existing Zoning:** R-1-5 – Single Family Residential (5,000 sq. ft. minimum lot)

The R-1-5 – Single Family Residential Zone provides for the development of single-family homes. (Figure C). Pursuant to **Table 2.2 – Relationship Between Hemet’s Zone Districts and the General Plan Land Use Designations** (as amended under GPA 19-001, adopted December 4, 2018) in the City’s General Plan the General Plan land use designation of LDR is consistent with the R-1-5 zoning category.

12. **Surrounding Land Uses and Setting:**

	<b>Land Use</b>	<b>General Plan</b>	<b>Zoning</b>
<b>Project Site</b>	<b>Vacant</b>	<b>LDR – Low-Density Residential</b>	<b>R-1-5 – Single Family Residential (min. lot 5,000 sq. ft.)</b>
North	Vacant	NC – Neighborhood Commercial VHDR – Very High-Density Residential	C-1 – Neighborhood Commercial R-3 – Multiple-family Residential
South	Proposed Single Family Residential (TTM-36891 & 36892)	LDR – Low-Density Residential	R-1-6 – Single Family Residential
East	Single Family Residential	LDR – Low-Density Residential	R-1-6 – Single Family Residential
West	Single Family Residential	LDR – Low-Density Residential	R-1-6 – Single Family Residential

13. **Description of the Site and Project:**

**Environmental Setting**

The property is currently not in use but has historically been used for farming. The property is vacant and characterized by generally flat terrain with an averaged elevation of 1558 above mean sea level (AMSL) (Max: 1568 ft. Min: 1551 ft. AMSL).

The vegetation on the site is due to the historic ranching and agricultural practices in the area, as well as increased urbanization. At the time of the biological survey, the property was almost entirely covered in a stand of non-native slender wild oats (*Avena barbata*). Most of the original plant life surrounding the Project area has been either destroyed or reduced to a bare minimum.

The property is flat with a slight downhill gradient to the southwest. Three soils are found within the property boundaries, San Emigdio fine sandy loam (SeA)

and San Emigdio fine sandy loam, deep (SfA) are fine sandy loam soils, and San Emigdio loam (SgA) is loam soil. All three soils have been subject to compaction from discing for farming and/or weed control.

The Project site naturally drains to the west at a gradient of approximately 0.5%. Proposed TTM-36890 naturally drains to Elk Street, and proposed TTM-36889 naturally drains to the existing single-family residential development to the west. An existing masonry block stem wall blocks flows from entering the existing single-family residential development, diverting flows to Thornton Avenue.

The Project site is impacted by offsite stormwater runoff flows emanating from the senior assisted living facility and single-family residential development to the east. The flows across this 15-acre area concentrate at the intersection of Thornton Avenue and the east Project boundary. These flows are intercepted by Thornton Avenue and are contained within the street.

### **Project Description**

The proposed Project consists of two residential subdivisions (TTM-36889 & TTM-36890). The two subdivisions are proposed to create a total of 143 single-family lots, as illustrated in Figures D & E.

Primary access points to the subdivisions are proposed on Elk Street and Thornton Avenue. The proposed lots will front onto internal streets within the subdivision. The Project is proposing a landscape setback area of ten (10) feet on Elk Street and Thornton Avenue, adjacent to the Project theme wall. Also, the Project is proposing enhanced landscaping on the corners at Elk Street/Thornton Avenue and the Project entries.

The Project proposes drainage from the west-southwest to honor the existing drainage pattern of the subject properties. A water quality control detention basin is proposed in the southwesterly corner of TTM-36889, between lots 42 and 43 adjacent to Thornton Street. A water quality control retention basin is proposed in the southwesterly corner of TTM-36890, between lots 29 and 30, adjacent to Thornton Street. Stormwater flows in excess of the capacity of the on-site basins will discharge into Thornton Avenue and flow via Lyon Avenue to the existing retention basin located at the northeast corner of Lyon Avenue and Chambers Avenue.

Although the property is relatively flat, the project will require fill dirt as noted:

- TTM-36889 – 30,000 cubic yards of fill in approximately 2,146 truckloads; and
- TTM-36890 – 5,000 cubic yards of fill in approximately 357 truckloads.

It is noted, that many of the street improvements on Thornton Avenue and Elk Street are already developed (curb, gutters, streetlights, fire hydrants, etc.). Nevertheless, some street improvements may be required for this Project. The Project includes preliminary grading, drainage, and water quality management plans.

TTM-36889

This tentative map proposes to divide 14.91 acres, located at the northwest corner of Elk Street/Thornton Avenue, into 75 single-family residential lots, ranging in size from 5,001 to 8,655 square feet with an average lot size of 5,454 square feet, and five (5) lettered lots. Lettered lots are proposed as follows for HOA maintenance:

1. Lot A = 30,011 sq. ft. – proposed as a private park site
2. Lot B = 11,770 sq. ft. – proposed as a private park site/landscape area
3. Lot C = 3,640 sq. ft. – proposed for a paseo between proposed “C” Street and Lot A, the park site
4. Lot D = 11,206 sq. ft. – proposed for a water quality control detention basin
5. Lot E = 984 sq. ft. – enhanced parkway at the northwest corner of Elk Street and Thornton Avenue

The site is currently designated LDR – Low-Density Residential in the City’s General Plan and zoned R-1-5 – Single Family Residential in the City’s Zoning Code. (464-270-003 & 004)

TTM-36890

This tentative map proposes to divide 13.60 acres, located at the northeast corner of the Elk Street/Thornton Avenue, into 68 single-family residential lots, ranging in size from 5,005 to 8,095 square feet with an average lot size of 5,421 square feet, and three (3) lettered lots. Lettered lots are proposed as follows for HOA maintenance:

1. Lot A = 36,407 sq. ft. – proposed as a private park site
2. Lot B = 9,878 sq. ft. – proposed for a water quality control retention basin
3. Lot C = 984 sq. ft. – proposed for enhanced parkway at the northeast corner of Elk Street and Thornton Avenue

The site is currently designated LDR – Low-Density Residential in the City’s General Plan and zoned R-1-5 – Single Family Residential in the City’s Zoning Code. (464-270-008 & 009)

City Project Reviews

As required by the City’s Zoning Code, Title 90, future reviews of the housing designs, housing plotting, and lot landscaping will be reviewed under separate applications. Prior to any ground disturbance, the following is required:

1. Prior to the issuance of a grading permit, the applicant will be required to submit grading plans for Engineering and Planning staff approval. The plan should be in substantial conformance with the preliminary grading being reviewed under this Project.
2. Prior to any residential construction, the applicant will be required to submit a Site Development Review application for Planning Commission review and

approval. This review will include architecture, plotting, fences and walls, and typical front yard landscaping and irrigation.

3. Prior to the construction of any Model Homes, the applicant will be required to submit a Model Home Complex application for review and approval by Planning Staff.

*Air Quality and Greenhouse Gas Impact Study and the Noise Impact Study*

The Air Quality and Greenhouse Gas Impact Study, Noise Impact Study, and Traffic Impact Analysis prepared for this Project includes the subject property, TTM-36889, and TTM-36890, as Phase 1 with the previously approved maps TTM-36891 and TTM-36892 as Phase 2. At the time, these studies were prepared, the applicant was pursuing all four tract maps under a Specific Plan. The developer is no longer pursuing the Specific Plan, and since maps TTM-36891 and TTM-36892 have already been approved, they are considered Phase 1 with the subject maps being Phase 2. This change does not change the environmental impacts associated with Air Quality, Greenhouse Gas, Noise, or Traffic.

14. **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.?** Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

Consultation under AB 52 commenced on February 28, 2019. The 30-day response period ended on March 30, 2019. Information on the consultation process can be found in Appendix A of this Initial Study.

15. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):**

- a. Eastern Municipal Water District
- b. Riverside County Flood Control and Water Conservation District
- c. Southern California Edison
- d. Statewide Construction General Permit

16. **Other Technical Studies Referenced in this Initial Study (Provided as Appendices in Separate Documents):**

- a. River Oaks Ranch Air Quality and Greenhouse Gas Impact Study, prepared by MD Acoustics, April 12, 2017, and River Oaks Ranch – Air Quality and Greenhouse Gas Impact Assessment, City of Hemet, CA – Addendum #1, prepared by MD Acoustics, August 13, 2019
- b. General Biological Assessment Tentative Tract Map No. 36889, prepared by Natural Resources Assessment, Inc., June 2, 2019

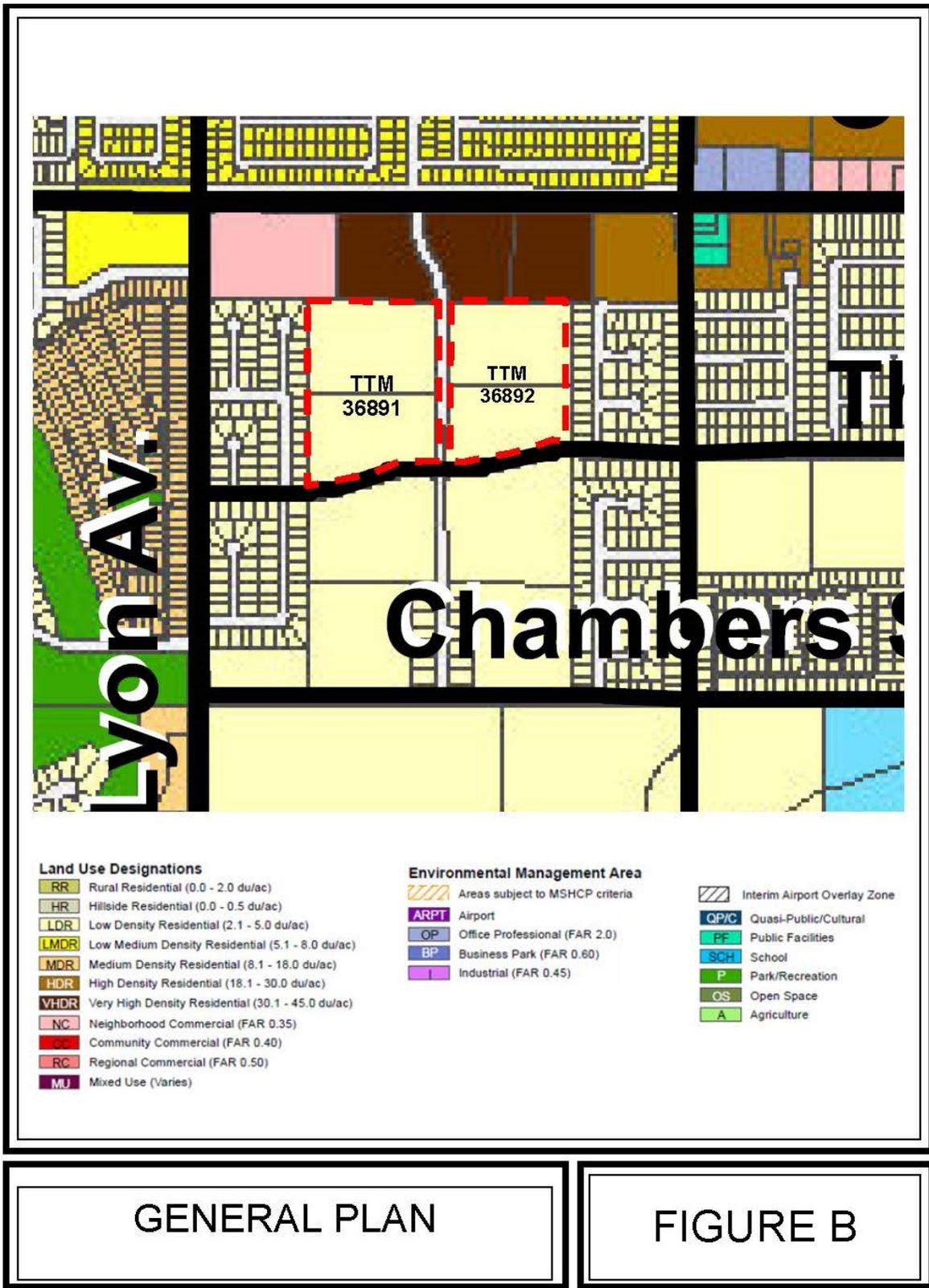
- c. General Biological Assessment Tentative Tract Map No. 36890, prepared by Natural Resources Assessment, Inc., June 2, 2019
- d. Phase 1 Cultural Resource Assessment for TTM-36889, prepared by SRS Inc. at Riverwalk, April 24, 2019 (If this document contains confidential information pursuant to Government Code Section 6254.10, it could not be placed on the website nor can it be provided to the public. It is cited as a reference only.)
- e. Phase 1 Cultural Resource Assessment for TTM-36890, prepared by SRS Inc. at Riverwalk, April 24, 2019 (If this document contains confidential information pursuant to Government Code Section 6254.10, it could not be placed on the website nor can it be provided to the public. It is cited as a reference only.)
- f. Geotechnical Investigation Proposed Residential Development Tentative Tract Map No. 36889, prepared by Sladden Engineering, May 8, 2019
- g. Geotechnical Investigation Proposed Residential Development Tentative Tract Map No. 36890, prepared by Sladden Engineering, May 13, 2019
- h. River Oaks Ranch Noise Impact Study, prepared by MD Acoustics May 5, 2017
- i. Preliminary Drainage Study for River Oaks Ranch Development Tentative Tract Nos. 36889 & 36890, prepared by Blaine A. Womer Civil Engineering, April 29, 2019
- j. Project Specific Water Quality Management Plan Tentative Tract No. 36889, prepared by Blaine A. Womer Civil Engineering, April 29, 2019
- k. Project Specific Water Quality Management Plan Tentative Tract No. 36890, prepared by Blaine A. Womer Civil Engineering, April 29, 2019
- l. River Oaks Ranch Traffic Impact Analysis, prepared by TJW Engineering, Inc., October 10, 2016, and Revised January 11, 2017

**17. Acronyms:**

ADA -	American with Disabilities Act
ALUC -	Airport Land Use Commission
ALUCP -	Airport Land Use Compatibility Plan
AQMP -	Air Quality Management Plan
CERCLIS -	Comprehensive Environmental Response, Compensation, & Liability Information System
CEQA -	California Environmental Quality Act
CIWMD -	California Integrated Waste Management District
CMP -	Congestion Management Plan
DTSC -	Department of Toxic Substance Control
DWR -	Department of Water Resources
EIR -	Environmental Impact Report
EMWD -	Eastern Municipal Water District
EOP -	Emergency Operations Plan
FEMA -	Federal Emergency Management Agency
FMMP -	Farmland Mapping and Monitoring Program
GIS -	Geographic Information System
GHG -	Greenhouse Gas
GP -	General Plan
HCM	Highway Capacity Manual
HOA -	Homeowners' Association

HUSD -	Hemet Unified School District
IS -	Initial Study
LHMP -	Local Hazard Mitigation Plan
LHMWD -	Lake Hemet Municipal Water District
LOS -	Level of Service
LST -	Localized Significance Threshold
MSHCP -	Multiple Species Habitat Conservation Plan
MWD -	Metropolitan Water District
NCCP -	Natural Communities Conservation Plan
NPDES -	National Pollutant Discharge Elimination System
OEM -	Office of Emergency Services
OPR -	Office of Planning & Research, State
PEIR -	Program Environmental Impact Report
PW -	Public Works
RCEH -	Riverside County Environmental Health
RCFCWCD -	Riverside County Flood Control & Water Conservation District
RCP -	Regional Comprehensive Plan
RCTC -	Riverside County Transportation Commission
RTA -	Riverside Transit Agency
RTIP -	Regional Transportation Improvement Plan
RTP -	Regional Transportation Plan
SCAG -	Southern California Association of Governments
SCAQMD -	South Coast Air Quality Management District
SCE -	Southern California Edison
SCH -	State Clearinghouse
SKRHCP -	Stephens' Kangaroo Rat Habitat Conservation Plan
SWPPP -	Storm Water Pollution Prevention Plan
SWRCB -	State Water Resources Control Board
USFWS -	United States Fish and Wildlife
USGS -	United States Geologic Survey
VMT -	Vehicle Miles Traveled
WQMP -	Water Quality Management Plan
WRCOG -	Western Riverside Council of Government

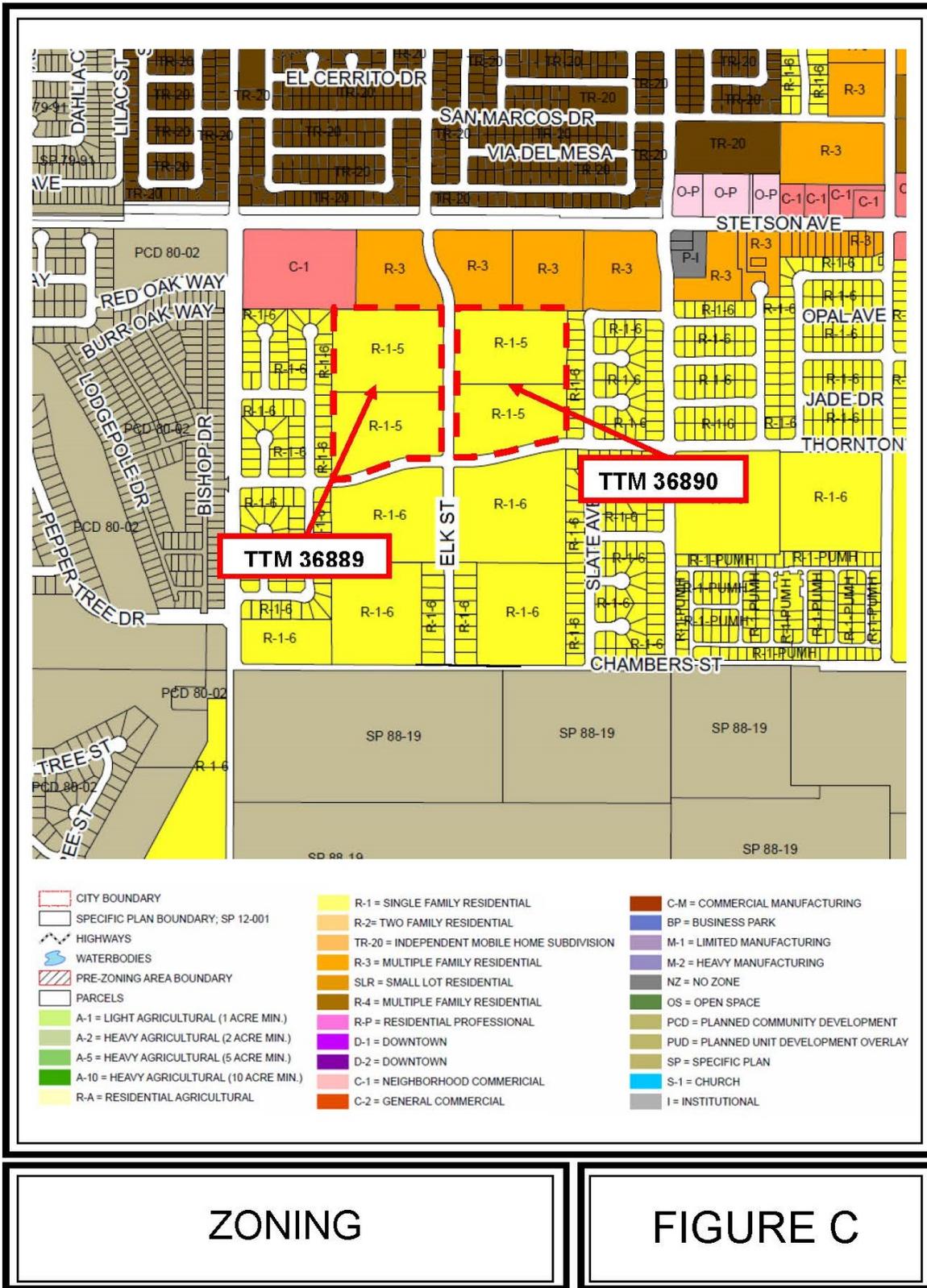




GENERAL PLAN

FIGURE B

Figure B – General Plan



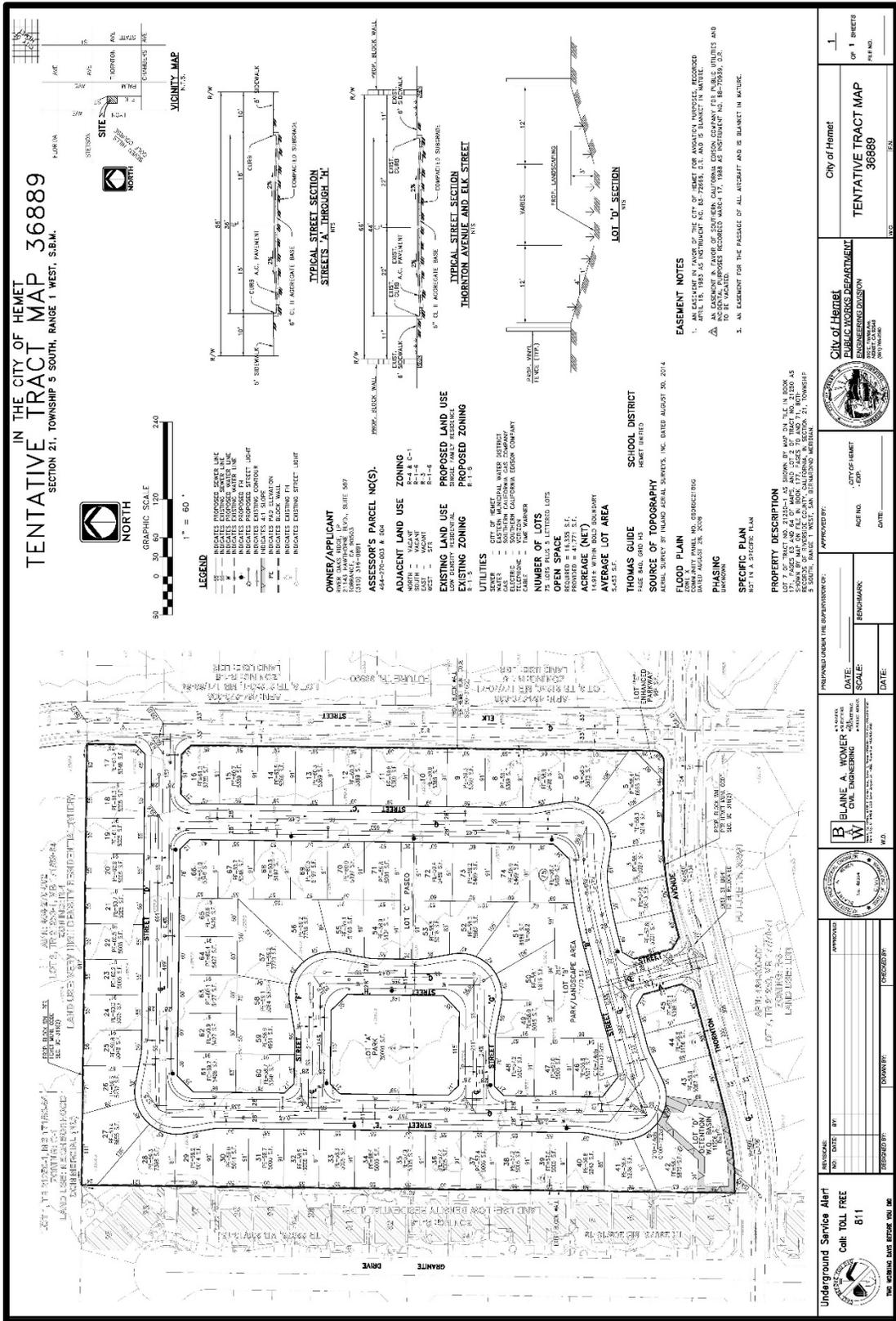


Figure D – TTM-36889





Figure F – SITE PHOTO

**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" as indicated by the checklist on the following pages.

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

**DETERMINATION (To be completed by the Lead Agency):**

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 will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.  
I find that the proposed project MAY have a "potentially significant" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

\_\_\_\_\_  
Signature  
City Project Planner  
\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Date  
City of Hemet  
\_\_\_\_\_  
For

## 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 will 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 is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "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 Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or another 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 Analyses 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 significance.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS</b> – Except as provided in <a href="#">Public Resources Code §21099</a> – Modernization of Transportation Analysis for Transit-Oriented Infill Projects – <b>Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>Scenic vistas in Hemet include views of the San Jacinto Mountains, the San Bernardino National Forest and Mountains, and the San Gabriel Mountains, as well as views of the Domenigoni Mountains at Diamond Valley Lake, Santa Rosa Hills, Lakeview Mountains, Tres Cerritos Hills, Park Hill, Bautista Canyon, and Reinhardt Canyon.</p> <p>These scenic vistas are typically viewed from publicly accessible areas, including parks and roadways. General Plan 2030 Policy OS-2.2 uses the development review process to conserve view corridors, rock outcroppings, ridgelines, and other landscape features, and Program OS-P-10 requires project reviews to consider impacts to view corridors of mountains, rock outcroppings, and other visual resources.</p> <p>The site is currently designated LDR – Low-Density Residential (2.1 - 5.0 du/ac) in the City’s General Plan Land Use Element and zoned R-1-5 – Single Family Residential (5,000 sq. ft. minimum lot) in the City’s Zoning Code. The R-1-5 Zone permits single-family structures up to 35-feet (one- and two-story) in height like those single-family residences existing adjacent to the Project site.</p> <p>As required by the Zoning Code (Chapter 90), prior to any residential construction, the applicant will be required to submit a Site Development Review application for Planning Commission review and approval. This review will include architecture, plotting, fences and walls, and typical front yard landscaping and irrigation. Through the Site Development Review process, the City will ensure implementation of the General Plan 2030 policies and programs and will reduce any impacts associated with the development of these two tracts to a <b>less than significant</b> level, directly, indirectly, or cumulatively.</p>				
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b></p> <p>The Project site is not located within a state scenic highway or locally designated scenic corridor. The site does not contain scenic resources such as rock outcroppings or trees. The Project will have <b>no impact</b> on a state scenic highway, directly, indirectly or cumulatively.</p>				
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>The overall visual character of the surrounding area is similar to suburban residential land uses, as proposed by the Project. As noted, in (a) above, General Plan Policy OS-2.2 uses the development review process to conserve view corridors, rock outcroppings, ridgelines, and other important landscape features and Program OS-P-10 requires project reviews to consider impacts to view corridors of mountains, rock outcroppings, and other visual resources. Implementation of the Site Development Review process on this Project will reduce the impacts associated with visual character to a <b>less than significant</b> level, directly, indirectly or cumulatively.</p>				
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Suburban land uses generate light and glare, which affect the brightness of the night sky. The existing streetlights on Thornton Avenue and Elk Street already generate light and glare that affect nighttime views in the area. However, lighting associated with the proposed single-family residences would add to the light and glare affecting the nighttime views. Furthermore, suburban development creates additional reflective surfaces and causes additional glare, including glare during both night and day.</p> <p>The City of Hemet is in Zone B of the Mount Palomar Observatory, located in San Diego County. The Observatory requires darkness so that the night sky can be viewed clearly. The presence of the observatory necessitates unique nighttime lighting standards in the San Jacinto Valley. Lighting must be designed to limit leak spillage that may obstruct or hinder the view of the nighttime sky.</p> <p>The General Plan 2030 provides programs to reduce new sources of light and glare. Program CD-P-20 requires lighting practices that reduce light pollution in new development areas and requires new lighting and existing lighting upgrades to cast light downward and reduce spillover lighting. This program also reduces the number of reflective surfaces used in new construction to minimize new sources of glare. Exterior building materials in new development shall be composed of a minimum 50% low-reflectance, non-polished finishes, and bare metallic surfaces found on infrastructures such as pipes and poles shall be painted to minimize reflectance and glare.</p> <p>The proposed Project will adhere to the City's lighting standards for the R-1-5 Zone. These standards include requirements for onsite lighting that is shielded to prevent off-site glare and that the candlepower of outdoor lighting shall be the minimum required for safety purposes. The Site Development Review process will help to ensure impacts from glare are reduced. With these requirements, impacts to day- and nighttime views, as well as impacts to the nighttime sky for Mount Palomar Observatory, will be <b>less than significant</b>, directly, indirectly, and cumulatively.</p>				
<p><b>Sources:</b></p> <ol style="list-style-type: none"> <li>1. City of Hemet General Plan 2030, adopted January 24, 2012, and as amended <ul style="list-style-type: none"> <li>• Figure 2.1 – Land Use Map</li> <li>• Figure 3.1 – Gateways and Major Landscape Corridors</li> </ul> </li> <li>2. Final Environmental Impact Report City of Hemet General Plan 2030, certified January 12, 2012 <ul style="list-style-type: none"> <li>• Exhibit 3-3 – Land Use Plan</li> </ul> </li> <li>3. Municipal Code Chapter 58 – Planning and Development</li> <li>4. Municipal Code Chapter 90 – Zoning</li> <li>5. City of Hemet Scenic Highway Setback Manual Design Criteria adopted August 1990</li> <li>6. City of Hemet Single-Family Residential Design Guidelines, adopted October 11, 2005, &amp; September 27, 2016</li> <li>7. Riverside County General Plan – San Jacinto Valley Area Plan, adopted December 6, 2016</li> </ol>				
<p><b>II. AGRICULTURE AND FOREST RESOURCES</b> – 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 Dept. 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 information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board. – <b>Would the project:</b></p>				
<p>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>The subject site is partially designated as Farmland of Local Importance on the Farmland Mapping and</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Monitoring Program map found in the General Plan 2030 EIR. The adjacent properties, to both the east and west of the Project site, are developed with single-family residential making agricultural uses on the subject site problematic. As noted in the General Plan 2030 EIR, development, particularly residential development, can make farming more difficult or costly due to conflicts between non-agricultural and agricultural activities. For example, residents may complain about noise, dust, odors, and low-flying aircraft used to dust or spray crops. Increased restrictions on agriculture processes and other aspects of encroachment on agricultural areas can lower productivity, increase costs, and otherwise impair agricultural operations. A review of past aerials (Phase 1 Cultural Resource Assessments for TTM-36889 &amp; TTM-36890) indicated that the subject site had not been used for agricultural uses since before 1996. Therefore, the proposed project will have a <b>less than significant impact</b>, directly, indirectly or cumulatively to farmland.</p>				
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b></p> <p>The Project site is General Plan designated for residential uses, and the R-1-5 Zoning is consistent with this General Plan designation. There are no Williamson Act contracts on the subject property. The adjacent properties to the east and west are developed with residential uses. No agricultural uses are currently being operated in or around the subject property. Therefore, the Project will have <b>no impact</b>, directly, indirectly or cumulatively, on zoning for agricultural use or on a Williamson Act contract.</p>				
<p>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in <a href="#">Public Resources Code section 12220(g)</a>), timberland (as defined by <a href="#">Public Resources Code section 4526</a>), or timberland zoned Timberland Production (as defined by <a href="#">Government Code section 51104(g)</a>)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b></p> <p>In Southern California, including Riverside County and the City of Hemet, climate and topography limit the types and locations of forest lands and their potential for commercial or industrial timber utilization. Accordingly, there is no existing or currently proposed zoning of forest land, timberland, or Timberland Production Zones within the City of Hemet. In addition, figures released by the State of California indicate that no “California forest land” ownership, either public or private, is mapped for Riverside County, including the City of Hemet. Therefore, the Project would not conflict with the existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production, and the Project will have <b>no impact</b>, directly, indirectly, or cumulatively.</p>				
<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b></p> <p>There is no commercial forestry or timber production industry within the City of Hemet other than Christmas tree farms or nursery stock production (that is, cultivated, rather than wild-harvested). Therefore, the Project would not result in the loss of forest land or the conversion of forest land to non-forest use, and the Project will have <b>no impact</b>, directly, indirectly or cumulatively.</p>				
<p>e) Involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>As previously indicated in Section II a) above, the Project site has not been used for agricultural purpose in a number of years, and due to the adjacent residences, agricultural uses on this site would be problematic; therefore, the Project would not result in the conversion of farmland to a non-agricultural use and will have a <b>less than significant impact</b>, directly, indirectly or cumulatively.</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
As noted above, there is no commercial forestry or timber production industry within the City of Hemet other than Christmas tree farms or nursery stock production (that is, cultivated, rather than wild-harvested). Therefore, the Project would not result in the loss of forest land or the conversion of forest land to non-forest use, and the Project will have <b>no impact</b> , directly, indirectly or cumulatively.				
<b>Sources:</b> <ol style="list-style-type: none"> <li>1. City of Hemet General Plan 2030, adopted January 24, 2012, and as amended</li> <li>2. Final Environmental Impact Report City of Hemet General Plan 2030, certified January 12, 2012 <ul style="list-style-type: none"> <li>• Exhibit 4.2-1 –Farmland</li> </ul> </li> <li>3. Municipal Code Chapter 58 – Planning and Development</li> <li>4. Municipal Code Chapter 90 – Zoning</li> <li>5. Riverside County DEIR No. 521 – Section 04-05 – Agricultural and Forestry Resources</li> <li>6. Phase 1 Cultural Resource Assessment for TTM-36889, prepared by SRS Inc. at Riverwalk, April 24, 2019</li> <li>7. Phase 1 Cultural Resource Assessment for TTM-36890, prepared by SRS Inc. at Riverwalk, April 24, 2019</li> </ol>				
<b>III. AIR QUALITY</b> – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. <b>Would the project:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Response:</b> <p>The SCAQMD CEQA Handbook states that "New or amended General Plan Elements (including land-use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:</p> <p>Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.</p> <p>Whether the project will exceed the assumptions in the AQMP in 2016 or increments based on the year of project buildout and phase.</p> <p>Both criteria are evaluated in the following sections.</p> <p><u>Criterion 1 - Increase in the Frequency or Severity of Violations</u></p> <p>Based on the air quality modeling analysis contained in the Air Quality and Greenhouse Gas Impact Study, neither short-term construction impacts nor long-term operations will result in significant impacts based on the SCAQMD regional and local thresholds of significance.</p> <p>Therefore, the proposed Project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for the first criterion.</p> <p><u>Criterion 2 - Exceed Assumptions in the AQMP?</u></p> <p>Consistency with the AQMP assumptions is determined by performing an analysis of the proposed Project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed Project are based on the same forecasts as the AQMP. The 2016- 2040 Regional Transportation/Sustainable Communities Strategy, prepared by SCAG, 2016, includes chapters on the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact																																												
<p>for purposes of consistency with applicable regional plans under CEQA. For this Project, the City of Murrieta Land Use Plan defines the assumptions that are represented in the AQMP.</p> <p>The proposed Project is currently zoned for single-family residential, and the proposed Project is consistent with the current zoning. Therefore, it is not anticipated that the Project would exceed the AQMP assumptions for the Project site and is found to be consistent with the AQMP for the second criterion.</p> <p>Based on the above, the proposed Project will not result in an inconsistency with the SCAQMD AQMP. Therefore, a <b>less than significant impact</b> will occur on the SCAQMD AQMP directly, indirectly, or cumulatively.</p>																																																
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>																																												
<p><b>Response:</b></p> <p>Cumulative projects include local development as well as general growth within the Project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel well out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects, and when wind patterns are considered, it will cover an even larger area. Accordingly, the cumulative analysis for the Project's air quality must be generic by nature.</p> <p>The Project area is out of attainment for both ozone and PM10 particulate matter. Construction and operation of cumulative projects will further degrade the local air quality, as well as the air quality of the South Coast Air Basin. The greatest cumulative impact on the quality of regional air cell will be the incremental addition of pollutants mainly from increased traffic from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of the Project. The air quality will be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. The Project does not exceed any of the thresholds of significance and, therefore, is considered <b>less than significant</b>.</p>																																																
<p>c) Expose sensitive receptors to substantial pollutant concentrations?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>																																												
<p><b>Response:</b></p> <p>Per the General Plan 2030 EIR Mitigation Measure MM 4.3-4a, the SCAQMD Local Significance Threshold (LST) methodology was used.</p> <p><b>Localized Construction Emissions</b></p> <p>None of the analyzed criteria pollutants would not exceed the LST emission thresholds at the nearest sensitive receptors, as shown in the tables below. Therefore, the impact would be <b>less than significant</b> from construction and are consistent with the previously submitted analysis dated April 12, 2017.</p>																																																
<p style="text-align: center;"><b>Localized Significance – Construction Emissions (lbs/day)</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2" style="text-align: center;">Phase</th> <th colspan="4" style="text-align: center;">On-Site Pollutant Emissions (pounds/day)</th> </tr> <tr> <th style="text-align: center;">NOx</th> <th style="text-align: center;">CO</th> <th style="text-align: center;">PM10</th> <th style="text-align: center;">PM2.5</th> </tr> </thead> <tbody> <tr> <td>Grading</td> <td style="text-align: center;">54.52</td> <td style="text-align: center;">33.38</td> <td style="text-align: center;">4.93</td> <td style="text-align: center;">3.50</td> </tr> <tr> <td>Building Construction</td> <td style="text-align: center;">42.16</td> <td style="text-align: center;">34.33</td> <td style="text-align: center;">2.43</td> <td style="text-align: center;">2.43</td> </tr> <tr> <td>Paving</td> <td style="text-align: center;">12.92</td> <td style="text-align: center;">14.65</td> <td style="text-align: center;">0.62</td> <td style="text-align: center;">0.62</td> </tr> <tr> <td>Architectural Coating</td> <td style="text-align: center;">1.41</td> <td style="text-align: center;">1.82</td> <td style="text-align: center;">0.09</td> <td style="text-align: center;">0.09</td> </tr> <tr> <td><b>Total Emissions</b></td> <td style="text-align: center;"><b>111.01</b></td> <td style="text-align: center;"><b>84.18</b></td> <td style="text-align: center;"><b>8.07</b></td> <td style="text-align: center;"><b>6.64</b></td> </tr> <tr> <td><b>SCAQMD Threshold for 50 meters (165 feet)<sup>2</sup></b></td> <td style="text-align: center;"><b>416</b></td> <td style="text-align: center;"><b>2,714</b></td> <td style="text-align: center;"><b>40</b></td> <td style="text-align: center;"><b>10</b></td> </tr> <tr> <td><b>Exceeds Threshold?</b></td> <td style="text-align: center;"><b>No</b></td> <td style="text-align: center;"><b>No</b></td> <td style="text-align: center;"><b>No</b></td> <td style="text-align: center;"><b>No</b></td> </tr> </tbody> </table> <p>Notes:</p>					Phase	On-Site Pollutant Emissions (pounds/day)				NOx	CO	PM10	PM2.5	Grading	54.52	33.38	4.93	3.50	Building Construction	42.16	34.33	2.43	2.43	Paving	12.92	14.65	0.62	0.62	Architectural Coating	1.41	1.82	0.09	0.09	<b>Total Emissions</b>	<b>111.01</b>	<b>84.18</b>	<b>8.07</b>	<b>6.64</b>	<b>SCAQMD Threshold for 50 meters (165 feet)<sup>2</sup></b>	<b>416</b>	<b>2,714</b>	<b>40</b>	<b>10</b>	<b>Exceeds Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Phase	On-Site Pollutant Emissions (pounds/day)																																															
	NOx	CO	PM10	PM2.5																																												
Grading	54.52	33.38	4.93	3.50																																												
Building Construction	42.16	34.33	2.43	2.43																																												
Paving	12.92	14.65	0.62	0.62																																												
Architectural Coating	1.41	1.82	0.09	0.09																																												
<b>Total Emissions</b>	<b>111.01</b>	<b>84.18</b>	<b>8.07</b>	<b>6.64</b>																																												
<b>SCAQMD Threshold for 50 meters (165 feet)<sup>2</sup></b>	<b>416</b>	<b>2,714</b>	<b>40</b>	<b>10</b>																																												
<b>Exceeds Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>																																												

## ISSUES & SUPPORTING INFORMATION SOURCES:

Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

No Impact

<sup>1</sup> Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for five acres in Hemet/San Jacinto Valley Source Receptor Area (SRA 28). The Project will disturb a maximum of 5 acres per day (see Table 7).

<sup>2</sup> The estimated average distance from the project site to the nearest existing homes is located approximately 165 feet to the east and west of the project site.

### Phase 2 – Localized Significance – Construction Emissions (lbs/day)

Phase	On-Site Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Grading	67.94	38.78	5.68	4.15
Building Construction	26.55	18.18	1.79	1.68
Paving	17.52	14.80	0.96	0.88
Architectural Coating	2.01	1.85	0.15	0.15
<b>Total Emissions</b>	<b>114.02</b>	<b>74.03</b>	<b>8.58</b>	<b>6.86</b>
<b>SCAQMD Threshold for 50 meters (165 feet)<sup>2</sup></b>	<b>416</b>	<b>2,714</b>	<b>40</b>	<b>10</b>
<b>Exceeds Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Notes:

<sup>1</sup> Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for five acres in Hemet/San Jacinto Valley Source Receptor Area (SRA 28). Project will disturb a maximum of 5 acres per day (see Table 7).

<sup>2</sup> The estimated average distance from the project site to the nearest existing homes is located approximately 165 feet to the east and west of the project site.

### Localized Operational Emissions

None of the analyzed criteria pollutants would exceed the LST emission thresholds at the nearest sensitive receptors, as shown in the table below. Therefore, the impact would be **less than significant** from operational emissions and are consistent with the previously submitted analysis dated April 12, 2017.

### Phase 1 & 2 Localized Significance – Operational Emissions (lbs/day)

On-Site Emission Source	On-Site Pollutant Emissions (pounds/day) <sup>1</sup>			
	NOx	CO	PM10	PM2.5
Area Sources <sup>2</sup>	5.28	27.05	0.54	0.54
Energy Usage <sup>3</sup>	2.33	0.99	0.19	0.19
Vehicle Emissions <sup>4</sup>	4.03	6.00	1.60	0.47
<b>Total Emissions</b>	<b>11.64</b>	<b>34.03</b>	<b>2.33</b>	<b>1.20</b>
<b>SCAQMD Threshold for 25 meters (82 feet) or less<sup>5</sup></b>	<b>416</b>	<b>2,714</b>	<b>10</b>	<b>3</b>
<b>Exceeds Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Notes:

<sup>1</sup> Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for five acres in Hemet/San Jacinto Valley Source Receptor Area (SRA 28). Project will disturb a maximum of 5 acres per day (see Table 7).

<sup>2</sup> Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.

<sup>3</sup> Energy usage consists of emissions from the generation of electricity and on-site natural gas usage.

<sup>4</sup> On-site vehicular emissions based on 1/10 of the gross vehicular emissions and road dust.

<sup>5</sup> The estimated average distance from the project site to the nearest existing homes is located approximately 165 feet to the east and west of the project site.

### Regional Construction Emissions

Phase 1 and 2 construction emissions for the Project would not exceed the SCAQMD's daily emission thresholds at the regional level as indicated in the tables below, and therefore **the impact would be considered less than significant**. The findings are consistent with the previously submitted analysis dated April 12, 2017.

### Phase 1 – Regional Significance – Construction Emissions (lbs/day)

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO <sub>2</sub>	PM10	PM2.5
<b>Grading</b>						
On-Site <sup>2</sup>	4.74	54.52	33.38	0.06	4.93	3.50
Off-Site <sup>3</sup>	0.11	0.07	0.72	0.00	0.22	0.06
<b>Total</b>	<b>4.85</b>	<b>54.59</b>	<b>34.10</b>	<b>0.06</b>	<b>5.16</b>	<b>3.57</b>
<b>Building Construction</b>						
On-Site	4.72	42.16	34.33	0.05	2.43	2.43

## ISSUES & SUPPORTING INFORMATION SOURCES:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact		
Off-Site	1.84	12.55	14.39	0.05	3.84	1.11
<b>Total</b>	<b>6.56</b>	<b>54.70</b>	<b>46.76</b>	<b>0.11</b>	<b>6.42</b>	<b>3.53</b>
<b>Paving</b>						
On-Site	1.71	12.92	14.65	0.02	0.62	0.62
Off-Site	0.07	0.04	0.55	0.00	0.17	0.05
<b>Total</b>	<b>1.78</b>	<b>12.96</b>	<b>15.10</b>	<b>0.02</b>	<b>0.85</b>	<b>0.67</b>
<b>Architectural Coating</b>						
On-Site	35.40	1.41	1.82	0.00	0.09	0.09
Off-Site	0.24	0.13	1.88	0.01	0.16	0.16
<b>Total</b>	<b>35.66</b>	<b>1.68</b>	<b>3.46</b>	<b>0.01</b>	<b>0.71</b>	<b>0.26</b>
<b>Total of overlapping phases<sup>4</sup></b>	<b>44.00</b>	<b>69.35</b>	<b>65.32</b>	<b>0.14</b>	<b>7.97</b>	<b>4.46</b>
<b>SCAQMD Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Exceeds Thresholds</b>	No	No	No	No	No	No

Notes:

<sup>1</sup> Source: CalEEMod Version 2016.3.2

<sup>2</sup> On-site emissions from equipment operated on-site that is not operated on public roads.

<sup>3</sup> Off-site emissions from equipment operated on public roads.

<sup>4</sup> Construction, architectural coatings, and paving phases may overlap.

### Phase 2 – Regional Significance – Construction Emissions (lbs/day)

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO <sub>2</sub>	PM10	PM2.5
<b>Grading</b>						
On-Site <sup>2</sup>	5.75	67.94	38.78	0.06	5.68	4.15
Off-Site <sup>3</sup>	0.13	0.09	1.12	0.00	0.23	0.06
<b>Total</b>	<b>5.88</b>	<b>68.03</b>	<b>39.70</b>	<b>0.06</b>	<b>5.91</b>	<b>4.21</b>
<b>Building Construction</b>						
On-Site	3.11	26.55	18.18	0.03	1.79	1.68
Off-Site	1.87	11.93	14.97	0.05	3.20	0.96
<b>Total</b>	<b>4.98</b>	<b>38.67</b>	<b>31.24</b>	<b>0.07</b>	<b>5.02</b>	<b>2.63</b>
<b>Paving</b>						
On-Site	2.18	17.52	14.80	0.02	0.96	0.88
Off-Site	0.09	0.06	0.74	0.00	0.17	0.05
<b>Total</b>	<b>2.26</b>	<b>17.58</b>	<b>15.40</b>	<b>0.02</b>	<b>1.12</b>	<b>0.93</b>
<b>Architectural Coating</b>						
On-Site	49.65	2.01	1.85	0.00	0.15	0.15
Off-Site	0.27	0.17	2.23	0.00	0.51	0.14
<b>Total</b>	<b>51.47</b>	<b>2.00</b>	<b>3.50</b>	<b>0.01</b>	<b>0.65</b>	<b>0.27</b>
<b>Total of overlapping phases<sup>4</sup></b>	<b>58.72</b>	<b>58.25</b>	<b>50.13</b>	<b>0.11</b>	<b>6.79</b>	<b>3.83</b>
<b>SCAQMD Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Exceeds Thresholds</b>	No	No	No	No	No	No

Notes:

<sup>1</sup> Source: CalEEMod Version 2016.3.2

<sup>2</sup> On-site emissions from equipment operated on-site that is not operated on public roads.

<sup>3</sup> Off-site emissions from equipment operated on public roads.

<sup>4</sup> Construction, architectural coatings, and paving phases may overlap.

The combined Phase 1 and Phase 2 operational emissions for the Project would not exceed the SCAQMD's regional significance thresholds as outlined in the table below, and therefore, **the impact would be considered less than significant**. The findings are consistent with the previously submitted analysis submitted analysis dated April 12, 2017.

### Phase 1 & 2 – Regional Significance – Operational Emissions (lbs/day)

On-Site Emission Source	On-Site Pollutant Emissions (pounds/day) <sup>1</sup>			
	NOx	CO	PM10	PM2.5
Area Sources <sup>2</sup>	5.28	27.05	0.54	0.54
Energy Usage <sup>3</sup>	2.33	0.99	0.19	0.19
Vehicle Emissions <sup>4</sup>	4.03	6.00	1.60	0.47
<b>Total Emissions</b>	<b>11.64</b>	<b>34.03</b>	<b>2.33</b>	<b>1.20</b>

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
SCAQMD Threshold for 25 meters (82 feet) or less <sup>5</sup>	416	2,714	10	3
Exceeds Threshold?	No	No	No	No
Notes: <sup>1</sup> Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for five acres in Hemet/San Jacinto Valley Source Receptor Area (SRA 28). Project will disturb a maximum of 5 acres per day (see Table 7). <sup>2</sup> Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment. <sup>3</sup> Energy usage consists of emissions from the generation of electricity and on-site natural gas usage. <sup>4</sup> On-site vehicular emissions based on 1/10 of the gross vehicular emissions and road dust. <sup>5</sup> The estimated average distance from the project site to the nearest existing homes is located approximately 165 feet to the east and west of the project site.				
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Response:</b>  Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are short-term in nature, and the odor emissions are expected to cease upon the drying or hardening of the odor-producing materials. Due to the short-term nature and limited amounts of odor-producing materials being utilized, <b>no significant impact</b> related to odors would occur during construction of the proposed Project.				
<b>Sources:</b>  <ol style="list-style-type: none"> <li>1. City of Hemet General Plan 2030, adopted January 24, 2012, and as amended</li> <li>2. City of Hemet General Plan 2030, certified January 12, 2012               <ul style="list-style-type: none"> <li>• Exhibit 4.7-1 – California's Greenhouse Gas Emissions by Economic Sector (2022-2004 Average)</li> <li>• Exhibit 4.7-2 – City of Hemet 2008 Baseline GHG Emissions Inventory by Sector</li> </ul> </li> <li>3. Municipal Code Chapter 30 – Environment               <ul style="list-style-type: none"> <li>• Article III – Air Pollution Reduction</li> </ul> </li> <li>4. Municipal Code Chapter 58 – Planning and Development</li> <li>5. Municipal Code Chapter 90 – Zoning</li> <li>6. Hemet Climate Action Plan adopted August 21, 2018</li> <li>7. South Coast Air Quality District – 2016 Air Quality Management Plan</li> <li>8. River Oaks Ranch Air Quality and Greenhouse Gas Impact Study, prepared by MD Acoustics, April 12, 2017</li> <li>9. River Oaks Ranch – Air Quality and Greenhouse Gas Impact Assessment, City of Hemet, CA – Addendum #1, prepared by MD Acoustics, August 13, 2019</li> </ol>				
<b>IV. BIOLOGICAL RESOURCES – Would the project:</b>				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Response:</b>  Natural Resources Assessment, Inc. (NRAI) surveyed the subject properties on May 9, 2019. There were no significant biological resources present or potentially present, outside of the burrowing owl (see below). The field team evaluated the surrounding habitats, making notes on the general and sensitive biological resources present, and taking representative photographs. The survey included focused habitat assessment surveys for species covered under the MSHCP survey requirements.  <b>Plant Communities</b>  NRAI's field survey found that the dominant plant community over the entire property to be ruderal (Photos 1 & 2 of the Biological Assessments). The lack of native plant cover is due to the past use of the properties for agricultural and the annual discing of the properties for weed abatement. There were no				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Criteria Area Species or Narrow Endemic Plant Species identified as potentially present for these properties.</p> <p>Common species found include slender wild oats, fiddleneck (<i>Amsinckia menziesii</i>), mallow (<i>Malva parviflora</i>), ripgut grass (<i>Bromus diandrus</i>) and Mediterranean grass (<i>Schismus barbatus</i>). No shrubs or trees occur within the property limits except for some Mexican fan palms (<i>Washington robusta</i>) growing along the fenced boundary of the residential development on the west in TTM-36889.</p> <p>A list of all plant species observed is provided in Appendix A of the General Biological Assessments.</p> <p>Since no plant 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 were observed on the site, the Project will have a <b>less than significant impact</b> to plant communities.</p> <p><b>Wildlife</b></p> <p>No amphibian or reptile species were observed. Bird species observed included common species such as American crow (<i>Corvus brachyrhynchos</i>), common raven (<i>Corvus corax</i>), and mourning dove (<i>Zenaida macroura</i>). Mammal species observed included Botta's gopher (<i>Thomomys bottae</i>) and California ground squirrel (<i>Spermophilus beecheyi</i>). A list of all wildlife species observed is provided in Appendix A of the General Biological Assessments.</p> <p>Since no wildlife 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 were observed on the site, the Project will have a <b>less than significant impact</b> to wildlife.</p> <p><b>Burrowing Owl</b></p> <p>The burrowing owl (<i>Athene cunicularia hypogea</i>) is a resident species in lowland areas of southern California (Garrett &amp; Dunn 1980). It prefers open areas for foraging and burrowing and is found widely scattered in open desert scrub. This species is scarce in coastal areas, being found mainly in agricultural and grassland habitats. The largest remaining numbers are in the Imperial Valley, where it is common in suitable habitat adjacent to the agricultural fields.</p> <p>The burrowing owl (BUOW) prefers large flat open areas for nesting and hunting (Garrett &amp; Dunn 1981). Burrowing owls do not dig the burrows they use; instead they use suitable abandoned burrows dug by fossorial animals (mostly ground squirrels) and cavities in debris piles, and culvert openings.</p> <p>As a result of coastal development, the burrowing owl is declining in coastal habitats. The California Department of Fish and Wildlife (CDFW) has designated the burrowing owl as a California Species of Special Concern (CSC). These species are so designated because "declining population levels, limited ranges and/or continuing threats have made them vulnerable to extinction." (California Department of Fish and Wildlife 2018).</p> <p>The property was assessed in accordance with the MSHCP "Burrowing Owl Survey Instructions." The assessment included looking for suitable habitat, active burrowing owl burrows, whitewash, pellets, animal remains, and other burrowing owl indicators.</p> <p>The site has been heavily impacted by farming and livestock. The property provides no suitable habitat, no suitable burrows were seen during the survey, and no sign was observed. As well, none of the surrounding areas provide suitable habitat for burrowing owls. Out of an abundance of caution and to ensure BUOW remains absent from the Project site, a BUOW pre-construction clearance survey shall be conducted per the guidelines outlined in the MSHCP 30-days prior to ground-disturbing activities (<b>MM BIO-1</b>). Therefore, the Project will have a <b>less than significant impact with mitigation</b> on BUOW.</p> <p><u>Prior To All Demolition, Earthmoving, and/or Grading</u></p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>MM BIO-1:</b> All project sites containing suitable habitat for burrowing owls, whether owls were found or not, require a 30-day pre-construction survey. Thirty days prior to any demolition, earth movement, or grading, the developer shall ensure a pre-construction survey for burrowing owl has been performed to avoid direct take of burrowing owls. If the results of the survey indicate that no burrowing owls are present on-site, then the Project may move forward with grading, upon Planning Department approval. If burrowing owls are found to be present or nesting on-site during the preconstruction survey, then the following recommendations must be adhered to: Exclusion and relocation activities may not occur during the breeding season, which is defined as March 1 through August 31, with the following exception: From March 1 through March 15 and from August 1 through August 31 exclusion and relocation activities may take place if it is proven to the City and appropriate regulatory agencies (if any) that egg-laying or chick-rearing is not taking place. A qualified biologist must make this determination.</p>				
<p>b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b></p> <p><b>Riparian/Riverine Areas</b></p> <p>Riparian/Riverine Areas are defined by the MSHCP as “<i>lands which contain Habitat dominated by tress [sic], shrubs, persistent emergents, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year</i>”. The property topography is almost flat with annual discing for weed abatement. No riparian/riverine areas occur on site. Therefore, there will be <b>no impact</b> on these resources, and no mitigation required.</p> <p><b>California Department of Fish and Wildlife</b></p> <p>The California Department of Fish and Wildlife (CDFW), through provisions of the State of California Administrative Code, is empowered to issue agreements for any alteration of a river, stream, or lake where fish or wildlife resources may adversely be affected. Streams (and rivers) are defined by the presence of a channel bed and banks, and at least an intermittent flow of water. Lateral limits of jurisdiction are not clearly defined, but generally include any riparian resources associated with a stream or lake, CDFW regulates wetland areas only to the extent that those wetlands are part of a river, stream or lake as defined by CDFW.</p> <p>The development of agriculture and, more recently, the construction of adjacent residential development has eliminated any potential flow across the site. There are no waters or wetland habitats that would come under the jurisdiction of the CDFW; therefore, there is <b>no impact</b>. See also response IV c) below.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b></p> <p><b>Vernal Pools</b></p> <p>Vernal pools are defined by the MSHCP as “seasonal wetlands that occur in depression areas that have wetlands indicators of all three parameters (soils, vegetation, and hydrology) during the wetter portion of the growing season but normally lack wetlands indicators of hydrology and/or vegetation during the drier portion of the growing season. . . Evidence concerning the persistence of an area's wetness can be obtained from its history, vegetation, soils, and drainage characteristics, uses to which it has been</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

subjected, and weather and hydrologic records” (Riverside County Transportation and Land Management Agency, website address: <http://www.rctlma.org>).

The filed surveys were conducted after a wet winter during which the Hemet area received average rainfall. NRAI did not find any ponding, pooling, or evidence of such areas and no vernal pools or indications of vernal pools such as flat, unvegetated areas showing evidence of previous ponding, no patterns of inundation or distinct water-dependent plant species.

The soils are unsuitable for the formation of long-term ponds, and no obligate wetland perennial plant species typical of vernal pools were observed. There will be **no impact** on these resources, and no mitigation required.

### Riverside Fairy Shrimp

Riverside fairy shrimp (*Streptocephalus woottoni*) are known only from ephemeral pools in farmlands and similar open, flat terrain. Fairy shrimp are confined to temporary pools that fill in spring and evaporate by late spring to early summer.

The Riverside fairy shrimp is known only from southern Orange and western Riverside and San Diego Counties. Ongoing farming and development in these areas have resulted in the loss and degradation of these habitats. Therefore, the USFWS has listed the Riverside fairy shrimp as endangered.

As described in the vernal pool section, the property is unsuitable for the formation of pools. The soils are unsuitable for the formation of long-term ponds, and no obligate wetland perennial plant species typical of suitable pools were observed. There are no other sources of standing water, such as cattle ponds or watering holes that would provide a suitable habitat for the Riverside fairy shrimp. There will be **no impact** on this species, and no mitigation required.

### Army Corps of Engineers

The Corps regulates discharges of dredged or fill material into waters of the United States. These watersheds include wetlands and non-wetland bodies of water that meet specific criteria. The lateral limit of Corps jurisdiction extends to the Ordinary High-Water Mark (OHWM) and any wetland areas extending beyond the OHWM; thus, the maximum jurisdictional area is represented by the OHWM or wetland limit, whichever is greater.

Corps regulatory jurisdiction pursuant to Section 404 of the Clean Water Act is founded on a connection or nexus between the water body in question and interstate (waterway) commerce. This connection may be direct, through a tributary system linking a stream channel with traditional navigable waters used in interstate or foreign commerce, or may be indirect, through a nexus identified in the Corps regulations.

The property has a flat topography and shows no sign of historically concentrated water flow. There are no waters subject to Corps jurisdiction pursuant Section 404 of the Clean Water Act. **No impacts** are expected, and no mitigation is required.

### Regional Water Quality Control Board

The Corps has delegated the authority for the use of 404 permits to each state. The use of a 404 permit in California is regulated by the State Water Resources Control Board (SWRCB) under Section 401 of the Clean Water Act regulations. The Board has the authority to issue a 401 permit that allows the use of a 404 permit in the state, with authority in the state being vested in regional offices known as Regional Water Quality Control Boards (RWQCB).

Under the Porter-Cologne Act of 2003, the SWRCB has extended its responsibilities to include impacts to water quality from non-point source pollution.

Also, the SWRCB has the responsibility to require that projects address groundwater and water quality issues, which would be evaluated as part of the geotechnical and hydrology studies. Their authority

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>extends to all waters of the State (of California).</p>				
<p>The development of agriculture and, more recently, the construction of adjacent residential development has eliminated any potential flow across the site. There are no drainages or other areas of water habitat that would come under the jurisdiction of the RWQCB or provide any Beneficial Uses (BUs) that might come under the RWQCB protection. <b>No impacts</b> are expected, and no mitigation is required.</p>				
<p>d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with an established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p><b>Habitat Fragmentation and Wildlife Movement</b></p> <p>Wildlife movement and the fragmentation of wildlife habitat are recognized as critical issues that must be considered in assessing impacts on wildlife. In summary, habitat fragmentation is the division or breaking up of larger habitat areas into smaller areas that may or may not be capable of independently sustaining wildlife and plant populations. Wildlife movement (more properly recognized as species movement) is the temporal movement of species along diverse types of corridors. Wildlife corridors are especially important for connecting fragmented wildlife habitat areas.</p> <p>The project site is in an area that is relatively undeveloped but has been subject to ongoing disturbance. Habitat fragmentation has already occurred. The location of the property within a mostly developed area of Hemet has also impacted wildlife movement. The proposed project will not add significantly to additional fragmentation of habitat or impacts to wildlife movement. There will be <b>no additional fragmentation</b> of habitat.</p> <p><b>Raptors, Migratory Birds, and Habitat</b></p> <p>Most of the raptor species (eagles, hawks, falcons, and owls) are experiencing population declines because of habitat loss. Some, such as the peregrine falcon, have also experienced population losses as a result of environmental toxins affecting reproductive success, animals destroyed as pests or collected for falconry, and other direct impacts on individuals. Only a few species, such as the red-tailed hawk and barn owl, have expanded their range despite or a result of human modifications to the environment. As a group, raptors are of concern to state and federal agencies.</p> <p>Raptors and all migratory bird species, whether listed or not, also receive protection under the Migratory Bird Treaty Act (MBTA) of 1918. The MBTA prohibits individuals from killing, taking, possessing, or sell any migratory bird, bird parts (including nests and eggs) except per regulations prescribed by the Secretary of the Interior Department (16 U. S. Code 703).</p> <p>Additional protection is provided to all bald and golden eagles under the Bald and Golden Eagle Protection Act of 1940, as amended. State protection is extended to all birds of prey by the CDFW Code, Section 2503.5. No take is allowed under these provisions except through the approval of the agencies or their designated representatives.</p> <p>At the time of the survey, the properties had little to no suitable nesting habitat for ground-nesting bird species. There is no suitable shrub or tree nesting habitat, except in the trees along the fence to the west of TTM-36889. If the land is allowed to fallow, ground-nesting species may use the site, and potential impacts on these species may occur.</p> <p>To avoid impacts to nesting birds, the application of <b>MM BIO-2</b> is recommended so that the Project will have a <b>less than significant impact with mitigation</b> on raptors, migratory birds and their habitat.</p> <p><u>Prior To All Demolition, Earthmoving, and/or Grading</u></p> <p><b>MM BIO-2:</b> Prior to any ground disturbance:</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<ul style="list-style-type: none"> <li>• If the start of construction occurs between February 1 and August 31, then the developer shall hire a qualified biologist to conduct a breeding bird survey no more than three days prior to the start of construction to determine if nesting is occurring.</li> <li>• “Construction” includes a selection of staging areas, demolition, tree, trash and debris removal, placement of equipment and machinery on to the site preparatory to grading, and any other project-related activity that increases noise and human activity on the project site beyond existing levels. Emergency measures are exempt from this definition.</li> <li>• If occupied nests are found, they shall not be disturbed unless the qualified biologist verifies through non-invasive methods that either (a) the adult birds have not begun egg-laying and incubation; or (b) the juveniles from the occupied nests are capable of independent survival.</li> </ul> <p>If the biologist is not able to verify one of the above conditions, then no disturbance shall occur within a distance specified by the qualified biologist for each nest or nesting site. The qualified biologist will determine the appropriate distance in consultation with the California Department of Fish and Wildlife and the U.S. Fish and Wildlife Service.</p>				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b></p> <p>The Project will not conflict with any local policies or ordinances protecting biological resources; therefore, it will have <b>no impact</b>, directly, indirectly, or cumulatively.</p>				
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or another approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>The subject property is located within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and the Stephens’ Kangaroo Rat Habitat Conservation Plan (SKRHCP). As such, the Project will be conditioned for the payment of the MSHCP Development Mitigation Fee, which will mitigate potential impacts to MSHCP covered species, and the SKR fee.</p> <p>The Project site is not within the MSHCP Criteria Area, or adjacent to an MSHCP-designated Conservation Area, or within an SKRHCP Core Reserve, so no additional mitigation measures or provisions are required. The Project will not conflict with the provisions of any Habitat Conservation Plans or Natural Community Conservation Plans.</p> <p>The Project will have a <b>less than significant impact</b>, directly, indirectly, and cumulatively, on an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.</p>				
<p><b>Sources:</b></p> <ol style="list-style-type: none"> <li>1. City of Hemet General Plan 2030, adopted January 24, 2012, and as amended <ul style="list-style-type: none"> <li>• Figure 7.1 – Natural and Open Space Resources</li> <li>• Figure 7.2 – Vegetation Communities</li> <li>•</li> </ul> </li> <li>2. Final Environmental Impact Report City of Hemet General Plan 2030, certified January 12, 2012 <ul style="list-style-type: none"> <li>• Exhibit 4.4-1 – Vegetation Communities</li> <li>• Exhibit 4.4-2 – Special-Status Species</li> </ul> </li> <li>3. Municipal Code Chapter 30 – Environment</li> <li>4. Municipal Code Chapter 31 – Multiple Species Habitat Conservation Plan Mitigation Fee</li> </ol>				

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
5. Municipal Code Chapter 58 – Planning and Development 6. Municipal Code Chapter 90 – Zoning 7. General Biological Assessment Tentative Tract Map No. 36889, prepared by Natural Resources Assessment, Inc., June 2, 2019 8. General Biological Assessment Tentative Tract Map No. 36890, prepared by Natural Resources Assessment, Inc., June 2, 2019 9. Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), <a href="http://www.wrc-rca.org/about-rca/multiple-species-habitat-conservation-plan/">http://www.wrc-rca.org/about-rca/multiple-species-habitat-conservation-plan/</a> 10. Stephens' Kangaroo Rat Habitat Conservation Plan (SKRHCP), <a href="http://www.wrcog.cog.ca.us/151/SKR-Habitat-Conservation-Plan">http://www.wrcog.cog.ca.us/151/SKR-Habitat-Conservation-Plan</a>				
<b>V. CULTURAL RESOURCES – Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>The properties are vacant, and no building remains are located on the properties. The results of the Cultural Resource Assessment performed on the Project site indicate that there are no known cultural resources located on the property. A review of the City of Hemet Historic Resources document (Appendix B of the General Plan 2030) also reflects that this site has not yet been determined to have any historical significance. Although it appears the current Project will have no direct impact on any known cultural resources, the identification of prehistoric sites located within one mile of the Project area indicates there is a <b>MODERATE RISK</b> of encountering subterranean cultural resources. It is recommended that an archaeological and a Native American monitor be present during earth-moving activities in areas deemed as moderate risk or above. The Riverside County Cultural Resources Investigations Standard Scopes of Work stipulates archaeological monitoring on all projects unless no archaeological resources are known on the property or within the one-mile record search radius. Therefore, archaeological monitoring is strongly recommended during all earth-moving activities because of the presence of prehistoric cultural resources documented within one mile of the property and the proximity to water sources.</p> <p>While Phase-1 reconnaissance-level surveys help locate cultural resources prior to development, it should be recognized that the nature of the study does not preclude the existence of subsurface deposits; there is a distinct possibility that cultural materials may exist in the area of proposed construction.</p> <p>Therefore, the Project will have a <b>less than significant impact with mitigation</b>, directly, indirectly, and cumulatively on any historical resource or archeological resource as defined in §15064.5, or on any Tribal Cultural Resource as defined in Public Resources Code Section 21074.</p> <p><u>Prior to Any Demolition or Earthmoving Activity</u></p> <p><b>MM CR 1:</b> Prior to grading permit issuance the developer shall enter into a Treatment and Disposition Agreement (TDA) with the Soboba Band of Luiseño Indians to address treatment and disposition of archaeological/cultural resources and human remains associated with Soboba Band of Luiseño Indians that may be uncovered or otherwise discovered during ground-disturbing activities related to the project and provide the City with a copy of the executed agreement. The TDA may establish provisions for tribal monitors.</p> <p><b>MM CR 2:</b> In the event that archaeological/cultural resources and/or human remains (see <b>MM CR-3</b>) are discovered, the developer shall notify the City and retain a qualified archaeologist to prepare an Archaeological Mitigation and Monitoring Plan (AMMP). The AMMP shall include the monitoring of all ground-disturbing activities and shall include a protocol for the mitigation and significance testing of inadvertent archaeological finds. A copy of the AMMP shall be provided to the City for the case file, and the archaeologist shall keep the Soboba Band of Luiseño Indians, and the City updated with regular reports.</p>				
b) Cause a substantial adverse change in the significance of an archaeological resource	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
pursuant to <a href="#">§15064.5?</a>				
<b>Response:</b>				
See response V a) above.				
c) Disturb any human remains, including those interred outside of formally dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Response:</b>				
No cemeteries or human remains are known to occur onsite, and it is unlikely that human remains will be uncovered during Project development. Implementation of mitigation measure <b>MM CR 4</b> will assure that impacts will be <b>less than significant with mitigation</b> , directly, indirectly, or cumulatively.				
<i>Monitor During Earthmoving Activity</i>				
<p><b>MM CR 3:</b> In the event of the discovery of human remains, the County coroner shall be immediately notified. If human remains of Native American origin are discovered during ground-disturbing activities, the applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC Section 5097). According to the California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). Section 7050.5 requires that excavation be stopped near discovered human remains until the coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the California Native American Heritage Commission, and the Soboba Band of Luiseño Indians shall be notified, and appropriate measures provided by State law shall be implemented to determine the most likely living descendant(s). Disposition of the remains shall be overseen by the most likely living descendants to determine the most appropriate means of treating the human remains and any associated grave artifacts.</p>				
<b>Sources:</b>				
<ol style="list-style-type: none"> <li>1. City of Hemet General Plan 2030, adopted January 24, 2012, and as amended <ul style="list-style-type: none"> <li>• Figure 9.1 – Cultural Resource Sensitivity</li> <li>• Figure 9.3 – Notable Local Historic Sites</li> <li>• Figure 10.1 – Museums and Cultural Sites</li> <li>• Appendix B – City of Hemet Historic Resources</li> </ul> </li> <li>2. Final Environmental Impact Report City of Hemet General Plan 2030, certified January 12, 2012 <ul style="list-style-type: none"> <li>• Exhibit 4.5-1 – Cultural Resource Sensitivity</li> </ul> </li> <li>3. Municipal Code Chapter 58 – Planning and Development</li> <li>4. Municipal Code Chapter 90 – Zoning</li> <li>5. Phase 1 Cultural Resource Assessment for TTM-36889, prepared by SRS Inc. at Riverwalk, April 24, 2019 (<i>This document cannot be provided to the public due to the inclusion of confidential information pursuant to Government Code Section 6254.10.</i>)</li> <li>6. Phase 1 Cultural Resource Assessment for TTM-36890, prepared by SRS Inc. at Riverwalk, April 24, 2019 (<i>This document cannot be provided to the public due to the inclusion of confidential information pursuant to Government Code Section 6254.10.</i>)</li> </ol>				
<b>VI. ENERGY – Would the project:</b>				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Response:</b>				
Construction of the single-family residential homes would require the typical use of energy resources. Energy would be consumed during site clearing, excavation, grading, and construction. The construction process would be typical. No site conditions or Project features would require an inefficient or unnecessary consumption of energy. The Project has been and will be designed in compliance with				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>California's Energy Efficiency Standards and the 2019 CALGreen Standards (which go into effect on January 1, 2020). These measures include:</p> <ul style="list-style-type: none"> <li>• Stormwater drainage and retention during construction;</li> <li>• Water Conservation;</li> <li>• Compliance with the City's Landscape &amp; Irrigation Ordinance;</li> <li>• Construction Site Maintenance and Trash Containment;</li> <li>• Stormwater/Urban Runoff Management and Discharge Control;</li> <li>• Air Pollution Reduction;</li> <li>• Solid Waste Management; and</li> <li>• All other mandatory 2019 CALGreen requirements for residential development.</li> </ul> <p>The operation of the proposed residential units would involve the use of energy for heating, cooling, and equipment operation. These facilities would comply with all applicable California Energy Efficiency Standards and 2019 CALGreen Standards.</p> <p>Neither the construction or operation of the Project would result in wasteful, inefficient, or unnecessary consumption of energy or wasteful use of energy resources. Therefore, impacts related to wasteful energy use would be <b>less than significant</b>, directly, indirectly, or cumulatively.</p>				
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>The Project has been and will be designed in compliance with California's Energy Efficiency Standards and 2019 CALGreen Standards, as noted above. The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency; therefore, impacts would be <b>less than significant</b>, directly, indirectly, or cumulatively.</p>				
<p><b>Sources:</b></p> <ol style="list-style-type: none"> <li>1. City of Hemet General Plan 2030, adopted January 24, 2012, and as amended</li> <li>2. Final Environmental Impact Report City of Hemet General Plan 2030, certified January 12, 2012</li> <li>3. Municipal Code Chapter 14 – Buildings and Building Regulations</li> <li>4. Municipal Code Chapter 30 – Environment</li> <li>5. Municipal Code Chapter 58 – Planning and Development</li> <li>6. Municipal Code Chapter 62 – Solid Waste Management</li> <li>7. Municipal Code Chapter 67 – Grading, Sediment and Erosion Control</li> <li>8. Municipal Code Chapter 90 – Zoning</li> <li>9. 2019 California Green Building Standards Code (CALGreen), Title 24, Part 11</li> </ol>				
<p><b>VII. GEOLOGY AND SOILS – Would the project:</b></p>				
<p>a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</p>				
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 <a href="#">Division of Mines and Geology Special Publication 42</a> .	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>A geotechnical investigation of the properties was performed by Sladden Engineering on March 24, 2016, to evaluate the engineering properties of the subsurface materials, to evaluate their in-situ characteristics, and to provide engineering recommendations and design criteria for site preparation, foundation design, and the design of various site improvements. The studies also include a review of published and unpublished geotechnical and geological literature regarding seismicity at and near the subject site.</p> <p><a href="#">Alquist-Priolo Earthquake Fault Zoning</a></p>				

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
---	--------------------------------	--	------------------------------	-----------

The southwestern United States is a tectonically active and structurally complex region, dominated by northwest-trending dextral faults. The faults of the region are often part of complex fault systems, composed of numerous subparallel faults that splay or step from the main fault traces. Strong seismic shaking could be produced by any of these faults during the design life of the proposed project.

The table below lists the closest known active faults that were generated in part using the EQFAULT computer programs (Blake, 2000), as modified using the fault parameters from The Revised 2002 California Probabilistic Seismic Hazard Maps (Cao et al., 2003). This table does not identify the probability of reactivation or the on-site effects from earthquakes occurring on any of the other faults in the region.

<b>Fault Name</b>	<b>Distance (Miles)</b>	<b>Maximum Event</b>
San Jacinto – San Jacinto Valley	3.60	6.9
San Jacinto – Anza	4.10	7.2
Elsinore – Temecula	18.45	6.8
San Andreas – San Bernardino	20.57	7.5
San Andreas – Southern	20.57	7.2
Elsinore – Glen Ivy	21.56	6.8
Elsinore – Julian	24.04	7.1
San Jacinto – San Bernardino	24.85	6.7
Pinto Mountain	27.59	6.7
San Andreas – Coachella	32.68	7.2

Surface Rupture

Surface rupture is expected to occur along preexisting, known active fault traces. However, a surface rupture could potentially splay or step from known active faults or rupture along unidentified traces. Based on a review of Jennings (1994), CDOC (2019), Morton (2003), and Rodgers (1965), faults are not mapped on the site. In addition, no signs of active surface faulting were observed during Sladden’s review of non-stereo digitized photographs of the site and site vicinity (Google, 2019). Finally, no signs of active surface rupture or secondary seismic effects (lateral spreading, lurching, etc.) were identified on-site during Sladden’s field investigation. Therefore, it is Sladden’s opinion that risks associated with primary surface ground rupture should be considered "low."

Based on this analysis, compliance with an approved Geotechnical report, the California Building Code, and the City of Hemet Municipal Code will ensure that risks associated with primary surface ground rupture should be considered "low." Therefore, the potential hazards associated with fault rupture are considered **less than significant with mitigation**, directly, indirectly, and cumulatively.

**MM GEO-1:** The developer shall ensure that the recommendations of the Geotechnical Report prepared by Sladden Engineering, shall be followed through site preparation and building construction. A Geotechnical Engineer shall be present at the site during site demolition and preparation to observe site clearing/demolition, preparation of exposed surface after clearing, and placement, treatment, and compaction of fill material.

ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
------------------------------------	--------------------------	-------------------------------------	--------------------------	--------------------------

**Response:**

The site has been subjected to past ground shaking by faults that traverse through the region. Strong seismic shaking from nearby active faults is expected to produce strong seismic shaking during the design life of the proposed project. A probabilistic approach was employed to estimate the peak ground acceleration ( $a_{max}$ ) that could be experienced at the site. Based on the USGS Interactive Deaggregation (USGS, 2008) and shear wave velocity ( $V_{s30}$ ) of 259 m/s, the site could be subjected to ground motions on the order of 0.57g (USGS, 2019). The peak ground acceleration at the site is judged to have a 475 year return period and a 10 percent chance of exceedance in 50 years.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Based on this analysis, compliance with an approved Geotechnical report, California Building Code, <b>MM GEO-1</b> , and the City of Hemet Municipal Code will ensure that risks associated with ground shaking are considered <b>less than significant with mitigation</b> , directly, indirectly, and cumulatively.				
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>Liquefaction is the process in which loose, saturated granular soil loses strength as a result of cyclic loading. The strength loss is a result of a decrease in granular sand volume and a positive increase in pore pressures. Generally, liquefaction can occur if all of the following conditions apply: liquefaction-susceptible soil, groundwater within a depth of 50 feet or less, and strong seismic shaking.</p> <p>According to the County of Riverside, the site is situated within a "Moderate" liquefaction potential zone (RCPR, 2019). Based on the depth to groundwater (CDWR, 2019), Sladden anticipates hazards resulting from liquefaction to be "negligible."</p> <p>Implementation of existing state and local laws and regulations concerning soil liquefaction and ground failure is required of all projects in the City. As well, the implementation of <b>MM GEO-1</b> will ensure all geotechnical issues are addressed. Therefore, impacts related to liquefaction and ground failure would be <b>less than significant with mitigation</b>, directly, indirectly, and cumulatively.</p>				
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>The site is situated on relatively level ground and is not immediately adjacent to any slopes or hillsides that could be potentially susceptible to slope instability. No signs of slope instability in the form of landslides, rockfalls, earth flows, or slumps were observed at or near the subject site during Sladden's investigation. As such, risks associated with slope instability should be considered "negligible." Therefore, impacts related to landsliding and slope failure would be <b>less than significant</b>, directly, indirectly, and cumulatively.</p>				
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>Erosion is a large-scale impact caused by human activity and disturbance of surface soil, wind, and water. Erosion cannot be eliminated, although existing regulations such as the CBC (which includes erosion control measures and best management practices) and NPDES permit requirements can reduce the potential impacts of erosion. No signs of erosion were observed during Sladden's field investigation. Risks associated with flooding and erosion should be evaluated and mitigated by the project design Civil Engineer.</p> <p>The Project does propose to import approximately 35,000 cubic yards of soil as follows:</p> <ul style="list-style-type: none"> <li>• TTM-36889 – 30,000 cubic yards of fill in approximately 2,146 truckloads; and</li> <li>• TTM-36890 – 5,000 cubic yards of fill in approximately 357 truckloads.</li> </ul> <p>To ensure the imported soils meet all necessary geotechnical requirements, the imported soil will require additional soils investigation.</p> <p>Adherence to state and local regulations will reduce impacts related to erosion to <b>less than significant with mitigation</b>, directly, indirectly, and cumulatively.</p> <p><b>MM GEO-2:</b> The developer shall submit an updated geotechnical soils reports covering the imported soils to the site, to the Engineering Department for review and approval prior to issuance of a grading permit.</p>				
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-	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				
<p><b>Response:</b></p> <p>See Responses VII a iii and iv above, and d below for additional information.</p> <p>Adherence to the recommendations of the geotechnical investigation and mitigation measures <b>MM GEO-1</b> and <b>MM GEO-2</b> will ensure that the project will have a <b>less than significant with mitigation</b> impact on on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse either directly, indirectly or cumulatively.</p>				
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>Expansive soils contain certain types of clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semi-arid areas with seasonal changes of soil moisture experience a much higher frequency of problems from expansive soils than areas with higher rainfall and more constant soil moisture.</p> <p>The California Building Code (CBC) 2016, Volume 2, Chapter 18, Division 1 Section 1803.2 mandates that special foundation design consideration is employed if the soil expansion Index is 20, or greater in accordance with Table 18-1-B. The methodology and scope for a geotechnical investigation are described in UBC Section 1803 and requires an assessment of a variety of factors, such as slope stability, soil strength, adequacy of load-bearing soils, the presence of compressible or expansive soils, and the potential for liquefaction. The required content of the geotechnical report includes recommendations for foundation type and design criteria. These recommendations can include foundation design provisions that are intended to mitigate the effects of expansive soils, liquefaction, and differential settlement. In general, mitigation can be accomplished through a combination of ground modification techniques (i.e., stone columns, reinforcing nail and anchors, deep soil mixing, etc.), selection of an appropriate foundation type and configuration, and use of appropriate building/foundation structural systems. Section 1804.5 Excavation, Grading, and Fill require the preparation of a geotechnical report where a building will be constructed on compacted fill.</p> <p>The International Building Code (IBC) replaced earlier regional building codes (including the Uniform Building Code) in 2000 and established consistent construction guidelines for the nation. In 2006, the IBC was incorporated into the 2007 California Building Code (CBC), and currently applies to all structures being constructed in California. The national model codes are therefore incorporated by reference into the building codes of local municipalities. The CBC includes building design and construction criteria that take into consideration the State's seismic conditions.</p> <p>Expansion Index testing of select samples from the site was performed to evaluate the expansion potential of the materials underlying the site. Based on the results of Sladden's laboratory testing (EI=43), the materials present near the ground surface are considered to have "low" expansion potential. Accordingly, the risk of structural damage caused by volumetric changes in the subgrade soil is considered "low." However, the surface soil should be tested subsequent to grading, and the final foundation and slab-on-grade design should be based upon post-grading expansion test results.</p> <p>Through adherence to state and local seismic and structural regulations (i.e., California Seismic Hazards Mapping Act, California Building Code, Murrieta Municipal Code, NPDES Permit Requirements) and <b>MM GEO 1</b> and <b>MM GEO 2</b>, the impacts of expansive soils will be <b>less than significant with mitigation</b>, directly, indirectly, or cumulatively.</p>				
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>Response:</b></p> <p>The proposed Project will be served by EMWD sewer infrastructure. Therefore, the Project will have <b>no impact</b>, directly, indirectly or cumulatively in regard to septic systems.</p>				
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>The site is characterized by the County of Riverside (Parcel Report accessed September 17, 2018) as having a High Sensitivity B (High B) designation. This designation is based on the occurrence of fossils at a specified depth below the surface. The High B indicates that fossils are likely to be at or below four feet of depth, and may be impacted during excavation by construction activities.</p> <p>With the implementation of <b>MM PALEO-1</b>, the Project will have a <b>less than significant impact with mitigation</b>, directly, indirectly, and cumulatively to paleontological resources, sites, or unique geologic features.</p> <p><b>MM PALEO-1:</b> If paleontological resources are encountered during grading, the developer shall require ground disturbance activities to cease so that 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.</p>				
<p><b>Sources:</b></p> <ol style="list-style-type: none"> <li>1. City of Hemet General Plan 2030, adopted January 24, 2012, and as amended <ul style="list-style-type: none"> <li>• Figure 6.1 – Seismic Hazards</li> </ul> </li> <li>2. Final Environmental Impact Report City of Hemet General Plan 2030, certified January 12, 2012 <ul style="list-style-type: none"> <li>• Exhibit 4.6-1 – Seismic Hazards</li> </ul> </li> <li>3. Municipal Code Chapter 14 – Buildings and Building Regulations</li> <li>4. Municipal Code Chapter 58 – Planning and Development</li> <li>5. Municipal Code Chapter 67 – Grading, Sediment and Erosion Control</li> <li>6. Municipal Code Chapter 90 – Zoning</li> <li>7. Local Hazard Mitigation Plan, adopted June 2017, and as amended <ul style="list-style-type: none"> <li>• Figure 4.4.3 – Fault Zones</li> </ul> </li> <li>8. Geotechnical Investigation Proposed Residential Development Tentative Tract Map No. 36889, prepared by Sladden Engineering, May 8, 2019</li> <li>9. Geotechnical Investigation Proposed Residential Development Tentative Tract Map No. 36890, prepared by Sladden Engineering, May 13, 2019</li> <li>10. Phase 1 Cultural Resource Assessment for TTM-36889, prepared by SRS Inc. at Riverwalk, April 24, 2019</li> <li>11. Phase 1 Cultural Resource Assessment for TTM-36890, prepared by SRS Inc. at Riverwalk, April 24, 2019</li> </ol>				
<p><b>VIII. GREENHOUSE GAS EMISSIONS – Would the project:</b></p>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p>				
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p>				

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

The Project will be subject to the policies and ordinances pertaining to air quality and climate change stated in the City's CAP and General Plan. As previously mentioned, the City of Hemet has a CAP that follows the Western Riverside Council of Governments (WRCOG) Subregional Climate Action Plan. The GHG emissions have been compared to the goals of the WRCOG Subregional CAP. WRCOG's subregional emissions reduction targets are 15% below 2010 levels by 2020, and 49% below 2010 levels by 2035.

The table below details the Project's compliance with the applicable measures of the CARB Scoping Plan, which WRCOG utilizes.

**CARB Scoping Plan Measure Project Comparison**

Scoping Plan Measures to Reduce Greenhouse Gas Emissions	Project Compliance with Measure
California Light-Duty Vehicle Greenhouse Gas Standards – Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel, and vehicle technology programs with long-term climate change goals.	<b>Consistent.</b> These are CARB enforced standards; vehicles that access the Project and are required to comply with the standards will comply with the strategy.
Energy Efficiency – Maximize energy efficiency building and appliance standards; pursue additional efficiency, including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	<b>Consistent.</b> The Project will be compliant with the current Title 24 standards.
Low Carbon Fuel Standard – Develop and adopt the Low Carbon Fuel Standard.	<b>Consistent.</b> These are CARB enforced standards; vehicles that access the Project are required to comply with the standards that will comply with the strategy.
Vehicle Efficiency Measures – Implement light-duty vehicle efficiency measures.	<b>Consistent.</b> These are CARB enforced standards; vehicles that access the Project are required to comply with the standards that will comply with the strategy.
Medium/Heavy-Duty Vehicles – Adopt medium and heavy-duty vehicle efficiency measures.	<b>Consistent.</b> These are CARB enforced standards; vehicles that access the Project are required to comply with the standards that will comply with the strategy.
Green Building Strategy – Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	<b>Consistent.</b> The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that became mandatory in the 2016 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The Project will be subject to these mandatory standards.
High Global Warming Potential Gases – Adopt measures to reduce high global warming potential gases.	<b>Consistent.</b> CARB identified five measures that reduce HFC emissions from vehicular and commercial refrigeration systems; vehicles that access the Project are required to comply with the measures will comply with the strategy.
Recycling and Waste – Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	<b>Consistent.</b> The state is currently developing a regulation to reduce methane emissions from municipal solid waste landfills. The Project is part of the County's program for recycling and waste reduction and will assist in reaching the State's waste reduction goals.
Water – Continue efficiency programs and use cleaner energy sources to move and treat water.	<b>Consistent.</b> The Project will comply with all applicable City ordinances.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
---	--------------------------------	--	------------------------------	-----------

<sup>1</sup> Source: CARB Scoping Plan (2008)

As shown in the table above, the project complies with the goals of the Scoping Plan.

Consistency with SB-32 and AB-32

As stated previously, the SCAQMD's tier 3 thresholds used Executive Order S-3-05 goal as the basis for deriving the screening level. The California Governor issued Executive Order S-3-05, GHG Emission, in June 2005, which established the following reduction targets:

- 2010: Reduce greenhouse gas emissions to 2000 levels
- 2020: Reduce greenhouse gas emissions to 1990 levels
- 2050: Reduce greenhouse gas emissions to 80 percent below 1990 levels.

In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires CARB, to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020 through an enforceable statewide emission cap that was phased in 2012.

Therefore, as the Project's emissions meet the threshold for compliance with Executive Order S-3-05, the Project's emissions also comply with the goals of AB 32. Furthermore, all of the post-2020 reductions in GHG emissions are addressed via regulatory requirements at the State level, and the Project will be required to comply with these regulations as they come into effect.

Therefore, the Project will not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. **Impacts are considered to be less than significant.**

The Project will be subject to the policies and ordinances pertaining to air quality and climate change in the City's General Plan. Although the Project would generate greenhouse gas emissions, either directly or indirectly, these emissions are not considered to have a significant impact on the environment as they are consistent with the CAP.

**Sources:**

1. City of Hemet General Plan 2030, adopted January 24, 2012, and as amended
2. City of Hemet General Plan 2030, certified January 12, 2012
  - Exhibit 4.7-1 – California's Greenhouse Gas Emissions by Economic Sector (2022-2004) Average)
  - Exhibit 4.7-2 – City of Hemet 2008 Baseline GHG Emissions Inventory by Sector
3. Municipal Code Chapter 30 – Environment
  - Article III – Air Pollution Reduction
4. Municipal Code Chapter 58 – Planning and Development
5. Municipal Code Chapter 90 – Zoning
6. Hemet Climate Action Plan adopted August 21, 2018
7. South Coast Air Quality District – 2016 Air Quality Management Plan
8. River Oaks Ranch Air Quality and Greenhouse Gas Impact Study, prepared by MD Acoustics, April 12, 2017
9. River Oaks Ranch – Air Quality and Greenhouse Gas Impact Assessment, City of Hemet, CA – Addendum #1, prepared by MD Acoustics, August 13, 2019

**IX. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

**Response:**

Hazardous materials are highly regulated in California, including the methods in which they are transported, used, and stored. The development of a residential project will not result in the transport,

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>use, or storage of massive quantities of hazardous materials. The City relies on the assistance of the Fire Department and the County's Department of Environmental Health in the regulation of hazardous materials.</p> <p>The residents of the proposed Project will store and use various chemicals for routine housekeeping and landscaping purposes. Comparable products will be required for the common recreation areas and general Project maintenance. However, none of these chemicals will be used in sufficient quantities to pose a threat to humans or the environment. Project-related impacts associated with the hazardous materials will be <b>less than significant</b>, directly, indirectly, or cumulatively.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>The Project will not create hazards to the public through upset or accident as through the construction process; any hazardous materials will be handled, stored, and used in compliance with all Federal, State, and City regulations. As noted above, the Project will create single-family residences that will store and use various chemicals for routine housekeeping and landscaping purposes. Comparable products will be required for the common recreation areas and general Project maintenance. However, none of these chemicals will be used in sufficient quantities to pose a threat to humans or the environment. Project-related impacts associated with the hazardous materials will be <b>less than significant</b>, directly, indirectly, or cumulatively.</p>				
<p>c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b></p> <p>The Mc Sweeny Elementary School is located just over 1,952-feet from the closest point of the subject property or a little over a .37 mile. Through the construction process, any hazardous materials will be handled, stored, and used in compliance with all Federal, State, and City regulations. As noted above, the Project will create single-family residences that will store and use various chemicals for routine housekeeping and landscaping purposes. Comparable products will be required for the common recreation areas and general Project maintenance. However, none of these chemicals will be used in sufficient quantities to pose a threat to humans or the environment. The Project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste to cause danger to surrounding schools, therefore <b>no impacts</b>, directly, indirectly or cumulatively to schools will occur.</p>				
<p>d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to <a href="#">Government Code section 65962.5</a> and, as a result, would it create a significant hazard to the public or the environment?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b></p> <p>The subject property is not located on a site, which is included in a list compiled pursuant to Government Code Section 65962.3. There are no Superfund sites in the City of Hemet in the Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) database. As well the EnviroStor database does not show any hazardous materials sites within a mile radius of the subject property, and the Toxic Release Inventory (TRI) does not have any data for the City of Hemet. Therefore, this Project will have <b>no impact</b>, directly, indirectly, or cumulatively in terms of creating a significant hazard to the public or the environment.</p>				
<p>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</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
safety hazard or excessive noise for people residing or working in the project area?				
<p><b>Response:</b></p> <p>The Project is located within Compatibility Zone E of the Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP). Zone E has no limit on density for residential uses. The Project does not propose objects that are taller than 35-feet, which would require an airspace review by the Airport Land Use Commission (ALUC); therefore, ALUC review is not required. The completion of an “avigation easement dedication” will be required for the Project.</p> <p>Given the above guidelines, the Project will have <b>no impact</b> on creating a safety hazard for people residing or working in the Project area from airport operations, directly, indirectly, and cumulatively.</p>				
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>The City's Emergency Operation Plan describes the City's process for responding to emergencies or disasters. In addition, the City, along with most other jurisdictions in Riverside County, joined with the County of Riverside to submit a Multi-Jurisdictional LHMP providing a framework for emergency response.</p> <p>Project access will be provided on Elk Street and Thornton Avenue. These existing streets are within the City's established street system. The proposed Project will not alter the existing circulation pattern in the Project area. Emergency access and evacuation routes will be unaffected by the proposed Project.</p> <p>The Project provides adequate access for emergency vehicles, including adequate street widths and vertical clearance on new streets. Implementation of federal, state, and local laws and regulations in the construction of this Project would result in <b>less than significant impacts</b>, directly, indirectly, and cumulatively to adopted emergency response or evacuation plans.</p>				
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b></p> <p>The Project site is not within a fire hazard zone, as defined by the General Plan 2030, Figure 6.4 – Wildland Fire Hazard Severity Zones. The Project will not expose people or structures to significant risks associated with wildfires and, therefore, <b>no impact</b>, directly, indirectly, or cumulatively will occur.</p>				
<p><b>Sources:</b></p> <ol style="list-style-type: none"> <li>1. City of Hemet General Plan 2030, adopted January 24, 2012, and as amended <ul style="list-style-type: none"> <li>• Figure 2.6a – Airport Compatibility Zone Map</li> <li>• Figure 2.6b – Airport Safety Zones</li> <li>• Figure 3.7 – Hillside Areas</li> <li>• Figure 5.5 – Schools</li> <li>• Figure 6.4 – Wildland Fire Hazard Severity Zones</li> </ul> </li> <li>2. Final Environmental Impact Report City of Hemet General Plan 2030, certified January 12, 2012 <ul style="list-style-type: none"> <li>• Exhibit 4.8-1 – Wildland Fire Hazard Severity Zones</li> <li>• Exhibit 4.12-1 -- Schools</li> </ul> </li> <li>3. Municipal Code Chapter 14 – Buildings and Building Regulations <ul style="list-style-type: none"> <li>• Article IX – Fire Hazard Reduction</li> </ul> </li> <li>4. Municipal Code Chapter 46 Article I Section 46-9 – Release, Escape or Burning of Hazardous Substance</li> <li>5. Municipal Code Chapter 58 – Planning and Development</li> <li>6. Municipal Code Chapter 62 Article VI Section 62-53 – Hazardous Waste</li> <li>7. Municipal Code Chapter 67 - Grading, Sediment and Erosion Control</li> <li>8. Municipal Code Chapter 90 – Zoning</li> </ol>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
9. Local Hazard Mitigation Plan, adopted June 2017, and as amended <ul style="list-style-type: none"> <li>Figure 4.4.2 – Hemet High Fire</li> </ul> 10. Hemet – Ryan Airport Land Use Compatibility Plan (ALUCP), adopted 2017, ( <a href="http://www.rcaluc.org/Portals/13/16%20-%20Vol.%201%20Hemet-Ryan%202017%20Final.pdf?ver=2017-03-21-131317-620">http://www.rcaluc.org/Portals/13/16%20-%20Vol.%201%20Hemet-Ryan%202017%20Final.pdf?ver=2017-03-21-131317-620</a> )           11. Toxics Release Inventory (TRI) Program – <a href="https://www.epa.gov/toxics-release-inventory-tri-program/learn-about-toxics-release-inventory">https://www.epa.gov/toxics-release-inventory-tri-program/learn-about-toxics-release-inventory</a> 12. DTCS – ENVIROSTOR – <a href="https://www.envirostor.dtsc.ca.gov/public/">https://www.envirostor.dtsc.ca.gov/public/</a>				
<b>X. HYDROLOGY AND WATER QUALITY – Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>See responses in Section XVX below for further information on water and wastewater.</p> <p>TTM-36889 will have approximately 286,350-square-feet of impervious surface area, which will include streets, sidewalks, driveways, and roofs. Natural drainage for the site is toward the west, and the Project design has honored the pre-development pattern. The minimum lot size in the subdivision is 5,000 square feet. A 30,001-square-foot park is designed at the center of the subdivision. The site is currently vacant with a natural topographic gradient to the west-southwest.</p> <p>TTM-36890 will have approximately 274,078-square-feet of impervious surface area, which will include streets, sidewalks, driveways, and roofs. Natural drainage for the site is toward the west, and the Project design has honored the pre-development pattern. The minimum lot size in the subdivision is 5,000 square feet. A 31,694-square-foot park is designed at the center of the subdivision. The site is currently vacant with a natural topographic gradient to the west-southwest.</p> <p>Stormwater flows in excess of the capacity of the onsite basin discharge to Thornton Avenue and flows via Lyon Avenue to the existing retention basin located at the northeast corner of Lyon Avenue and Chambers Avenue. Ultimate receiving waters are Canyon Lake and Lake Elsinore. Water quality mitigation is provided through the use of infiltration basins.</p> <p>Pursuant to NPDES regulations, the City will require that the Project complies with existing Santa Ana RWQCB and City stormwater controls, including compliance with NPDES construction and operation measures to prevent erosion, siltation, and transport of urban pollutants.</p> <p>The City of Hemet is a Co-Permittee in and is required to comply with, the Riverside County municipal separate storm sewer system (MS4) permit (Waste Discharge Requirements for Riverside County - Order No. 2010-0033, NPDES No. CAS618033) adopted by the Regional Board on January 29, 2010. In conformance with this MS4 permit, and the Water Quality Management Plan (WQMP) the Project is required to implement structural and non-structural Best Management Practices (BMPs) to retain and treat pollutants of concern (in dry-weather runoff and first-flush stormwater runoff) consistent with the MEP standard, and minimize hydrologic conditions of concern (HCOCs), both during and post-construction. Additionally, General Plan 2030 Policies CSI-4.3 and CSI-4.8 require the City to prevent pollutant discharge into drainage systems.</p> <p>The City of Hemet will be providing sewer to the Project. Both maps have been designed to connect to an existing 8-inch sewer line in Thornton Avenue.</p> <p>The Project design and compliance with existing federal, state, and local water quality laws and regulations related to water quality standards will ensure a <b>less than significant impact</b>, directly, indirectly, and cumulatively to water quality and discharge.</p>				
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
groundwater management of the basin?				
<b>Response:</b>				
<p>The EMWD's regional management plan indicates that long-term regional demand for potable water is expected to increase; however, with continued conservation measures and replenishment of groundwater, sufficient supplies will be available to meet the demand. The Project will result in single-family residential land uses on the site, consistent with the General Plan 2030.</p> <p>The Project will connect to an existing water 12-inch line in Thornton Avenue and an existing 8-inch line in Elk Street. No new wells or additional water infrastructure are proposed. The Project will be required to comply with EMWD's and the City's water-efficiency requirements, including the use of drought-tolerant planting materials and limited landscaping irrigation, as well as all water restrictions imposed by the EMWD at the time the Project is constructed. Implementation of these and other applicable requirements will assure that water-related impacts are reduced to <b>less than significant</b>, directly, indirectly, and cumulatively.</p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Response:</b>				
<p>There are no natural drainages on the Project site; the Project will not alter any existing drainage patterns. Natural drainage for the site is toward the west, and the Project design has honored the pre-development pattern. Individual lots will drain via vegetated swales to the adjacent streets. Street flow is intercepted by an on-site storm drain system and discharged to the on-site infiltration/stormwater mitigation basin located along Thornton Avenue for both maps. Stormwater flows in excess of the capacity of the onsite basin discharge to Thornton Avenue and flows via Lyon Avenue to the existing retention basin located at the northeast corner of Lyon Avenue and Chambers Avenue. Ultimate receiving waters are Canyon Lake and Lake Elsinore. Water quality mitigation is provided through the use of infiltration basins.</p> <p>The implementation of BMPs required by the City and implemented through the Project's Water Quality Management Plans will mitigate potential erosion impacts to <b>less than significant</b>, directly, indirectly, and cumulatively.</p>				
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?				
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Response:</b>				
<p>In addition to Response X a) &amp; b) above, the design and implementation of the basins will be reviewed and approved by the City Engineer to assure compliance with all applicable local, state, and Federal standards.</p> <p>Implementation of these and other applicable requirements will assure that drainage and stormwater will not create or contribute water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, the Project will have a <b>less than significant impact</b>, directly, indirectly, or cumulatively to the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.</p>				
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Response:</b>				
See Response X a) & b) above.				
iv) Impede or redirect flood flows?				
iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>Response:</b></p> <p>No signs of flooding were observed when Sladden did their field investigation for the Geotechnical Studies. Natural drainage for the site is toward the west, and the Project design has honored the pre-development pattern. Individual lots will drain via vegetated swales to the adjacent streets. Stormwater flows in excess of the capacity of the onsite basin discharge to Thornton Avenue and flows via Lyon Avenue to the existing retention basin located at the northeast corner of Lyon Avenue and Chambers Avenue.</p> <p>As described throughout this section X, the Project will be required to comply with all applicable water quality standards. To further minimize potential water quality degradation, the Project will be connected to the sewer system and on-site/off-site stormwater conveyance system. Project-related water quality degradation impacts will be <b>less than significant</b>, directly, indirectly, and cumulatively.</p>				
d) In flood hazard, tsunamis, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>A seiche and tsunami are defined below. Since the Project site is not located near a body of water or the ocean, the Project is not subject to these hazards.</p> <p>A <u>seiche</u> is a temporary disturbance or oscillation in the water level of a lake or partially enclosed body of water, especially one caused by changes in atmospheric pressure.</p> <p><u>Tsunami</u> is a long high sea wave caused by an earthquake, submarine landslide, or other disturbance.</p> <p>The Project site is not located within a 100-year mapped flood zone (FEMA Flood Insurance Rate Map No. 06065C2105G (August 28, 2018)). The Project would redirect on-site drainage patterns; however, it would not impede or redirect flood flows. As referenced, all drainage would be managed to ensure pre-construction flows off-site are maintained. The Project would not expose people or structures to flood hazards from severe storm events.</p> <p>Compliance with existing Federal, State, and local flood hazard laws and regulations as they pertain to the design of the Project will result in a <b>less than significant</b> flood hazard impact, directly, indirectly, and cumulatively.</p>				
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>As noted in X d) above, the Project site is not in the 100-year floodplain and will not place structures in an area that would impede or redirect flows. Compliance with existing Federal, State, and local flood hazard laws and regulations as they pertain to the design of the Project will result in a <b>less than significant</b> flood hazard impact, directly, indirectly, and cumulatively.</p>				
<p><b>Sources:</b></p> <ol style="list-style-type: none"> <li>1. City of Hemet General Plan 2030, adopted January 24, 2012, and as amended <ul style="list-style-type: none"> <li>• Figure 5.1 – Water and Sewer Service Areas</li> <li>• Figure 5.2 – Groundwater Management Zones</li> <li>• Figure 5.3 – Recycled Water Lines/Brine Lines</li> <li>• Figure 5.4—Stormwater Drainage</li> </ul> </li> <li>2. Final Environmental Impact Report City of Hemet General Plan 2030, certified January 12, 2012 <ul style="list-style-type: none"> <li>• Exhibit 4.9-1 – Stormwater Drainage and Groundwater</li> </ul> </li> <li>3. Municipal Code Chapter 14 – Buildings and Building Regulations <ul style="list-style-type: none"> <li>• Article X – Stormwater/Urban Runoff Management and Discharge Control</li> </ul> </li> <li>4. Municipal Code Chapter 58 – Planning and Development</li> <li>5. Municipal Code Chapter 67 - Grading, Sediment and Erosion Control</li> <li>6. Municipal Code Chapter 90 – Zoning</li> </ol>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
7. Eastern Municipal Water District (EMWD) Groundwater Reliability Plus, <a href="http://gwrplus.org/">http://gwrplus.org/</a> 8. Eastern Municipal Water District (EMWD) 2015 Urban Water Management Plan 9. Preliminary Drainage Study for River Oaks Ranch Development Tentative Tract Nos. 36889 & 36890, prepared by Blaine A. Womer Civil Engineering, April 29, 2019 10. Project Specific Water Quality Management Plan Tentative Tract No. 36889, prepared by Blaine A. Womer Civil Engineering, April 29, 2019 11. Project Specific Water Quality Management Plan Tentative Tract No. 36890, prepared by Blaine A. Womer Civil Engineering, April 29, 2019				
<b>XI. LAND USE AND PLANNING – Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Response:</b>  The Project site is vacant land with established single-family residential neighborhoods to the east and west. The development of additional single-family residences comparable to those to the east and west will not divide an existing community, but rather will expand and existing community. Pursuant to <b>Table 2.2 – Relationship Between Hemet’s Zone Districts and the General Plan Land Use Designations</b> in the City’s General Plan the land use designation of LDR is consistent with the requested R-1-5 Zoning category; therefore, <b>no impact</b> either directly, indirectly or cumulatively will occur to an established community.				
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Response:</b>  The site is designated as Low-Density Residential – LDR in the City’s General Plan, and the R-1-5 Zoning is consistent with this land use designation. The Project will be a single-family residential development, consistent with the existing land use designation, supporting the General Plan’s goals and policies relating to a variety of housing types and intensities, including Goals CD-1 - CD-3, CD-5, CD-7 - CD-12 and associated policies. The Project will not result in a change to plans, policies, or regulations established in the General Plan or Zoning Ordinance; therefore, <b>no impact</b> , directly, indirectly or cumulatively to any land use plans or zoning will occur.				
<b>Sources:</b>  1. City of Hemet General Plan 2030, adopted January 24, 2012, and as amended <ul style="list-style-type: none"> <li>• Figure 2.1—Land Use Map</li> </ul> 2. Final Environmental Impact Report City of Hemet General Plan 2030, certified January 12, 2012 3. Municipal Code Chapter 58 – Planning and Development 4. Municipal Code Chapter 90 – Zoning				
<b>XII. MINERAL RESOURCES – Would the project:</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Response:</b>  Except for the eastern and southern ends of the City, which have not been studied under the Surface Mining and Reclamation Act (SMARA) Mineral Land Classification system, the balance of the City is designated as Mineral Resource Zone (MRZ) MRZ-3. MRZ-3 includes those areas where geologic evidence indicates that mineral deposits exist or likely exist, but the significance of these deposits has not been determined (Riverside County 2003). The Project site occurs in an urban setting and is not designated for mineral resource land uses, and the Project will not result in the loss of available known mineral resources. The Project will have <b>no impact</b> , directly, indirectly, and cumulatively to mineral resources.				
b) Result in the loss of availability of a locally-important mineral resource recovery site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
delineated on a local general plan, specific plan, or other land-use plan?				
<p><b>Response:</b></p> <p>The Project site is not delineated on a local general plan, specific plan or other land use plan and will, therefore, have <b>no impact</b>, directly, indirectly and cumulatively to the availability of important mineral resources.</p>				
<p><b>Sources:</b></p> <ol style="list-style-type: none"> <li>1. City of Hemet General Plan 2030, adopted January 24, 2012, and as amended</li> <li>2. Final Environmental Impact Report City of Hemet General Plan 2030, certified January 12, 2012</li> <li>3. The Surface Mining and Reclamation Act of 1975 (SMARA, Public Resources Code, Sections 2710-2796), <a href="https://www.conservation.ca.gov/dmr/lawsandregulations">https://www.conservation.ca.gov/dmr/lawsandregulations</a></li> </ol>				
<p><b>XIII. NOISE – Would the project result in:</b></p>				
<p>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?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>The Noise Impact Analysis prepared for the Project included the following:</p> <ul style="list-style-type: none"> <li>➤ TTM-36889 a 14.91-acre site located at the northwest corner of the Elk Street/Thornton Avenue intersection and would consist of 76 single-family dwelling units. The site is currently classified as Low-Density Residential (LDR) in the City of Hemet General Plan Land Use Element. The Project site is currently zoned R-3 (Multiple Family Residential).</li> <li>➤ TTM-36890 a 13.60-acre site located at the northeast corner of the Elk Street/Thornton Avenue intersection and would consist of 72 single-family dwelling units. The site is currently classified as Low-Density Residential (LDR) in the City of Hemet General Plan Land Use Element. The Project site is currently zoned R-3 (Multiple Family Residential).</li> <li>➤ TTM-36891 a 17.27-acre site located at the southwest corner of the Elk Street/Thornton Avenue intersection and would consist of 76 single-family dwelling units. The site is currently classified as Low-Density Residential (LDR) in the City of Hemet General Plan Land Use Element. The Project site is currently zoned R-3 (Multiple Family Residential).</li> <li>➤ TTM-36892 a 19.14-acre site located at the southeast corner of the Elk Street/Thornton Avenue intersection and would consist of 83 single-family dwelling units. The site is currently classified as Low-Density Residential (LDR) in the City of Hemet General Plan Land Use Element. The Project site is currently zoned R-3 (Multiple Family Residential).</li> </ul> <p>The proposed Project was to be built in two phases, with Phase 1 consisting of TTM-36889 and TTM-36890 (148 dwelling units now reduced to 143 dwelling units under this proposal) and Phase 2 consisting of TTM-36891 and TTM-36892 (159 dwelling units now reduced to 158 dwelling units under the previous approval).</p> <p>However, what is called Phase 2 was already reviewed and approved by the City. Essentially the two phases have been reversed in terms of the order of approval and construction. This Initial Study is only analyzing the impacts associated with TTM-36889 and TTM-36890.</p> <p>Phase 1 was projected to be built and generating trips in 2019 with Phase 2 projected to be built and generating trips in 2021. However, since the phases have been reversed, the proposed maps are projected to be built and generating trips in 2021. The Project sites are currently vacant. Construction activities within the Project area are to consist of on-site grading, building, paving, and architectural</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
coating.				
<p><b>Noise Impacts on Off-Site Receptors Due to Project Generated Traffic</b></p>				
<p>The potential off-site noise impacts caused by the increase in vehicular traffic from the operation of the proposed Project on the nearby roadways were calculated. Project-related vehicle trips would be distributed to area roadways. Due to the existing vacant land condition on the Project site and the vacant land to the north and south, the vehicular traffic volumes along Elk Street are still below the City's 65 dBA CNEL threshold, and the impact would be considered <b>less than significant</b>, directly, indirectly and cumulatively.</p>				
<p>At the other analyzed roadway segments, an increase of 0.7 to 1.7 dBA CNEL is anticipated. The increase is considered nominal as it takes a three dBA increase in noise level to hear an audible difference; therefore, the impact would be considered <b>less than significant</b>, directly, indirectly, and cumulatively.</p>				
<p>The projected noise levels at 50 feet are theoretical and do not consider the effect of topography, noise barriers, structures, and/or other factors, which will reduce the actual noise level in the outdoor living areas. Also, the analysis is conservative since hard site conditions were assumed. These factors can reduce the actual noise level by 5 to 10 dBA or more from what is shown in the projected noise levels at 50 feet. Therefore, the levels that are shown are for comparative purposes only to show the difference in projected noise levels with and without the Project.</p>				
<p><b>Noise Impacts to On-Site Receptors Due to Transportation Sources</b></p>				
<p>Traffic noise along Elk Street and Thornton Avenue will be the main source of noise impacting the Project site.</p>				
<p>Table 6 (page 27) of the River Oaks Ranch Noise Impact Study indicates the noise level projections to the useable exterior areas of the residential units nearest the subject roadway. The noise level will range from 62.5 to 63.9 dBA CNEL. The noise levels are below the City's 65 dBA CNEL noise threshold, and any proposed barriers along the property lines would further reduce potential noise impacts; therefore, impacts would be considered <b>less than significant</b>, directly, indirectly, and cumulatively.</p>				
<p><b>Future Interior Noise</b></p>				
<p>The future interior noise level was calculated for the sensitive receptor locations using a typical "windows open" and "windows closed" condition. A "windows open" condition assumes 12 dBA of noise attenuation from the exterior noise level. A "windows closed" condition" assumes 20 dBA of noise attenuation from the exterior noise level. Tables 7 and 8 (page 28) of the River Oaks Ranch Noise Impact Study indicates the first and second-floor interior noise levels for the Project site and minimum STC requirements for windows. Table 7 of the River Oaks Ranch Noise Impact Study indicates that the first-floor interior noise level will range from 50.5 to 51.9 dBA CNEL with the windows open and 42.5 to 43.9 dBA CNEL with the windows closed. Table 8 of the River Oaks Ranch Noise Impact Study indicates that the second-floor interior noise level will range between 50.4 to 51.3 dBA CNEL with the windows open and 42.4 to 43.8 dBA CNEL with the windows closed. To meet the City's interior 45 dBA CNEL standard, a "windows closed" condition with a minimum STC 25 is required for all 1<sup>st</sup>-row residential units directly facing the subject roadways. Therefore, the Project site will require a "windows closed" condition and windows and sliding glass doors with a minimum STC rating of 25 or higher for 1st row residential units directly adjacent/facing subject roadways as outlined in the Figure below; therefore, the impact is <b>less than significant with mitigation</b>, directly, indirectly and cumulatively.</p>				
<p><b>FIGURE G – NOISE MITIGATION AREA</b></p>				

**ISSUES & SUPPORTING INFORMATION SOURCES:**

Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

No Impact



**1st Row Residential Units Directly Facing Subject Roadways require “windows closed” condition**

- All 1<sup>st</sup> and 2<sup>nd</sup> floor windows and sliding glass doors directly facing subject roadways will require a minimum STC rating of 25 or higher.

**MM NOI-1:** Attic vents that directly face subject roadways, shall include an acoustical baffle to prevent vehicle noise intrusion. The Contractor may install similar measures to provide noise reduction.

**MM NOI-2:** For proper acoustical performance, all exterior windows, doors, and sliding glass doors must have positive seal and leaks/cracks must be kept to a minimum.

**MM NOI-3:** All cracks or leaks shall be minimized, any partition with a gap or hole will allow noise to flank and penetrate partition.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Construction Noise Impact</b>				
<p>Construction noise is considered a short-term impact and would be considered significant if construction activities are taken outside the allowable times as described in the City's Municipal Code (Section 67-10) for grading activities and Chapter 14, Article II, Division 3, Section 14-41 – Amendments. Existing residences to the east and west may be temporarily affected by short-term noise impacts associated with the transport of workers, the movement of construction materials to and from the Project site, ground clearing, excavation, grading, and building activities. The noise analysis reviews the construction noise levels during the various phases of the Project.</p>				
<p>Project generated construction noise will vary depending on the construction process, type of equipment involved, location of the construction site concerning sensitive receptors, the schedule proposed to carry out each task (e.g., hours and days of the week), and the duration of the construction work. Site grading is expected to produce the highest sustained construction noise levels. Typical noise sources and noise levels associated with the site grading phase of construction are shown in Table 9 (page 31) of the River Oaks Ranch Noise Impact Study. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Noise levels will be loudest during the grading phase. A likely worst-case construction noise scenario during grading assumes the use of a grader, a dozer, and two (2) excavators, two (2) backhoes, and a scrapper operating at 50 feet from the nearest sensitive receptor.</p>				
<p>Assuming a usage factor of 40 percent for each piece of equipment, unmitigated noise levels at 50 feet have the potential to reach 90 dBA Leq and 92 dBA (Lmax) at the nearest sensitive receptors during grading. Noise levels for the other construction phases would be lower and range between 85 to 90 dBA. Output calculations are provided in Appendix D of the Noise Impact Study.</p>				
<p>Construction is anticipated to occur during the permissible hours, according to the City's Municipal Code. Construction noise will have a temporary or periodic increase in the ambient noise level above the existing within the Project vicinity. As stated earlier, any construction activities that occur outside the allowable time would be considered significant. Noise reduction measures are provided to further reduce construction noise. The impact is considered <b>less than significant with mitigation</b>, directly, indirectly, and cumulatively.</p>				
<b>MM NOI-4:</b>	Construction shall only occur Monday through Friday between the hours of 6:00 a.m. and 6:00 p.m. from June 1 through September 30, and between the hours of 7:00 a.m. and 6:00 p.m. from October 1 through May 31. Construction is allowed on Saturdays between the hours of 7:00 a.m. and 6:00 p.m. year-round. Construction on Sundays is prohibited.			
<b>MM NOI-5:</b>	During construction, the contractor shall ensure all construction equipment is equipped with appropriate noise attenuating devices.			
<b>MM NOI-6:</b>	The contractor shall locate equipment staging areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the Project site during all Project construction.			
<b>MM NOI-7:</b>	Idling equipment shall be turned off when not in use.			
<b>MM NOI-8:</b>	Equipment shall be maintained so that vehicles and their loads are secured from rattling and banging.			
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Response:</b>				
<p>The Project will not create new sources of vibration that cause a displacement of 0.003 inch beyond the boundaries of the site. However, construction activity can result in varying degrees of ground vibration, depending on the equipment used on the site. The operation of construction equipment causes ground</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>vibrations that spread through the ground and diminish in strength with distance. Buildings respond to these vibrations with varying results ranging from no perceptible effects at the low levels to slight damage at the highest levels. Table 10 (page 33) of the River Oaks Ranch Noise Impact Study gives approximate vibration levels for particular construction activities. This data provides a reasonable estimate for a wide range of soil conditions.</p> <p>The analysis provides the potential vibration impact for quantitative purposes. The nearest existing structure to the Project site is located approximately 25-feet to the east and or west of the Project site.</p> <p>The threshold at which there may be a risk of architectural damage to normal residential dwelling units with plastered walls and ceilings is 0.20 PPV in/second. The primary sources of vibration during construction would be bulldozers. As shown in Table 10 (page 33) of the River Oaks Ranch Noise Impact Study, a large bulldozer could produce up to 0.089 PPV at 25 feet.</p> <p>At a distance of 25 feet, a bulldozer would yield a worst-case 0.089 PPV (in/sec), which is slightly within the threshold of perception and below any risk or architectural damage. Output calculations are demonstrated in Appendix D of the Noise Impact Study.</p> <p>Construction equipment is anticipated to be located at least 25 feet or more from any existing sensitive receptor. Temporary vibration levels associated with Project construction would be <b>less than significant with mitigation</b>, directly, indirectly, and cumulatively. Construction vibration measures to reduce potential impacts are reflected in NOI Mitigation Measures <b>NOI-4 – NOI-8</b>.</p>				
<p>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?</p>	□	□	□	☒
<p><b>Response:</b></p>				
<p>The newly adopted RCALUCP for the Hemet-Ryan Airport (2017) places the Project site in Zone E – Other Airport Environs and outside projected 65 CNEL noise contours. Therefore, the Project would have <b>no impact</b>, directly, indirectly or cumulatively from the airport, and no additional mitigation is required.</p>				
<p><b>Sources:</b></p>				
<ol style="list-style-type: none"> <li>1. City of Hemet General Plan 2030, adopted January 24, 2012, and as amended <ul style="list-style-type: none"> <li>• Figure 2.6a – Airport Compatibility Zone Map</li> <li>• Figure 2.6b – Airport Safety Zones</li> <li>• Figure 6.6 – Existing Noise Contours</li> <li>• Figure 6.7 – 2030 Noise Contours</li> <li>• Figure 6.8 – Airport Noise Contours</li> <li>• Appendix E – Roadway Noise Contours</li> </ul> </li> <li>2. Final Environmental Impact Report City of Hemet General Plan 2030, certified January 12, 2012 <ul style="list-style-type: none"> <li>• Exhibit 4.10-2 – Airport Land Use Compatibility Zones</li> <li>• Exhibit 4.11-1 – Typical Noise Levels</li> <li>• Exhibit 4.11-2 Airport Noise Contours (Existing)</li> </ul> </li> <li>3. Municipal Code Chapter 14 – Buildings and Building Regulations <ul style="list-style-type: none"> <li>• Article II, Division 34, Section 14-41 -- Amendments</li> </ul> </li> <li>4. Municipal Code Chapter 58 – Planning and Development</li> <li>5. Municipal Code Chapter 67 - Grading, Sediment and Erosion Control</li> <li>6. Municipal Code Chapter 90 – Zoning</li> <li>7. Hemet – Ryan Airport Land Use Compatibility Plan (ALUCP), adopted 2017, (<a href="http://www.rcaluc.org/Portals/13/16%20-%20Vol.%201%20Hemet-Ryan%202017%20Final.pdf?ver=2017-03-21-131317-620">http://www.rcaluc.org/Portals/13/16%20-%20Vol.%201%20Hemet-Ryan%202017%20Final.pdf?ver=2017-03-21-131317-620</a>)</li> <li>8. River Oaks Ranch Noise Impact Study, prepared by MD Acoustics May 5, 2017</li> </ol>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIV. POPULATION AND HOUSING – Would the project:</b>				
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 road or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>The Project will not induce growth as it is consistent with the City's General Plan 2030 land use designation of LDR – Low-Density Residential. The City's General Plan establishes the development potential of the City to accommodate the City's growth to 2030. The Project, as proposed, will help to accommodate that growth, but will not induce it.</p> <p>The development of the site will result in a low-density housing, which is consistent with the City of Hemet 2030 General Plan. The Project site is located on existing streets, and utilities and public facilities are all available in the immediate area. No new road or utility infrastructure is required. Project-related impacts are expected to be <b>less than significant</b>.</p>				
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b></p> <p>The Project site is vacant, and will not displace any persons, or require the construction of replacement housing. Therefore, there is <b>no impact</b> on housing.</p>				
<p><b>Sources:</b></p> <ol style="list-style-type: none"> <li>1. City of Hemet General Plan 2030, adopted January 24, 2012, and as amended <ul style="list-style-type: none"> <li>• Figure 2.1—Land Use Map</li> </ul> </li> <li>2. Final Environmental Impact Report City of Hemet General Plan 2030, certified January 12, 2012</li> <li>3. Municipal Code Chapter 58 – Planning and Development</li> <li>4. Municipal Code Chapter 90 – Zoning</li> </ol>				
<b>XV. PUBLIC SERVICES – Would the project:</b>				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>The Project is located approximately 690-feet from Fire Station #2 located at 895 W. Stetson Avenue. As a result, fire personnel will be able to reach the site within the recommended five-minute response time. The Fire Department will approve the Project site plan to ensure it meets applicable fire standards and regulations.</p> <p>The construction of single-family units will increase the demand for fire services. To assure that fire service is sufficient to meet demand, the City has established a Public Safety Community Facilities District (CFD), to which all new residential development must annex. Through the implementation of all regulations and City policies for development projects, the Project will have a <b>less than significant</b> impact on fire services, directly, indirectly, and cumulatively.</p>				
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>The Project provides multiple points of access for the Police Department on existing City streets. The build-out of the Project will increase the demand for police services. To assure that police service is sufficient to meet demand, the City has established a Public Safety Community Facilities District (CFD), to which all new residential development must annex. Through the implementation of all regulations and</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
City policies for development projects, the Project will have a <b>less than significant</b> impact on police services, directly, indirectly, and cumulatively.				
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>The Project is located within the service area boundary of the Hemet Unified School District. The closest schools to the Project site include Mc Sweeny Elementary School and Diamond Valley Middle School, both located approximately .37-mile from the Project. The Project is required to pay the state-mandated school fees in place at the time that development occurs. These fees are designed to mitigate impacts to schools by providing funds for the construction of new facilities. Through the implementation of all regulations and City and School District policies for development projects, the Project will have a <b>less than significant</b> impact on schools, directly, indirectly, and cumulatively.</p>				
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>The City has a broad range of available recreation facilities, programs, and parks. Pursuant to Measure C, the City established a park ratio of 5.0 acres of developed parkland for every 1,000 residents. The City has met this standard citywide with the provision of neighborhood, community, and regional parks. There are 136.75 acres of mini, neighborhood, and community parks in the City, and 604.5 acres of regional parks (General Plan, Tables 8-1 and 8-2). The nearest park to the subject property is the mini-park – Spencer Park. The Project will be providing some small parks within the maps to provided recreational areas for the new homes. The Project will increase demand for public parks, which will be partially offset by the on-site recreational areas proposed for the Project. In addition, the City imposes both state-facilitated Quimby fees and a park developer impact fees. These fees are designed to reduce the impacts of new development on City park facilities. Through the implementation of all regulations and City policies for development projects, the Project will have a <b>less than significant</b> impact on parks, directly, indirectly, and cumulatively.</p>				
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>The Project will result in a minor increase in demand for City services and facilities, including recreational trails and library services. This increase is consistent with the General Plan 2030 projections for these facilities and will be offset by the increased property and sales tax generated by the build out of the Project. Therefore, impacts to other public facilities are <b>less than significant</b>, directly, indirectly, and cumulatively.</p>				
<p><b>Sources:</b></p> <ol style="list-style-type: none"> <li>1. City of Hemet General Plan 2030, adopted January 24, 2012, and as amended <ul style="list-style-type: none"> <li>• Figure 5.5 -- Schools</li> <li>• Figure 6.5 – Fire Facilities Map</li> <li>• Figure 8.1 – Parks</li> <li>• Figure 8.3 – Recreational Trails</li> </ul> </li> <li>2. Final Environmental Impact Report City of Hemet General Plan 2030, certified January 12, 2012</li> <li>3. Municipal Code Chapter 58 – Planning and Development</li> <li>4. Municipal Code Chapter 90 – Zoning</li> </ol>				
<p><b>XVI. RECREATION – Would the project:</b></p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>The City has a broad range of available recreation facilities, programs, and parks. The City established a park ratio of 5.0 acres of developed parkland for every 1,000 residents. The City has met this standard</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>citywide with the provision of neighborhood, community, and regional parks. There are 136.75 acres of mini, neighborhood, and community parks in the City, and 604.5 acres of regional parks (General Plan, Tables 8-1 and 8-2). The nearest park to the subject property is the mini-park – Spencer Park. The Project will be providing some small parks within the maps to provided recreational areas for the new homes. The Project will increase demand for public parks, which will be partially offset by the on-site recreational areas proposed for the Project. In addition, the City imposes both state-facilitated Quimby fees and a park developer impact fees. These fees are designed to reduce the impacts of new development on City park facilities. Through the implementation of all regulations and City policies for development projects, the Project will have a <b>less than significant</b> impact on recreational facilities, directly, indirectly, and cumulatively.</p>				
<p>b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b></p> <p>As noted in XVI a) above, the Project is providing private recreational areas. However, these areas will be maintained by a Homeowner’s Association (HOA), and they will not have an adverse impact on the environment as determined by this environmental review. Therefore, the Project will have <b>no impact</b>, directly, indirectly or cumulatively on recreational facilities.</p>				
<p><b>Sources:</b></p> <ol style="list-style-type: none"> <li>1. City of Hemet General Plan 2030, adopted January 24, 2012, and as amended <ul style="list-style-type: none"> <li>• Figure 8.1 – Parks</li> </ul> </li> <li>2. Final Environmental Impact Report City of Hemet General Plan 2030, certified January 12, 2012</li> <li>3. Municipal Code Chapter 58 – Planning and Development</li> <li>3. Municipal Code Chapter 90 – Zoning</li> </ol>				
<p><b>XVII. TRANSPORTATION – Would the project:</b></p>				
<p>a) Conflict with program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>The Traffic Impact Analysis prepared for the Project included the following:</p> <ul style="list-style-type: none"> <li>➤ TTM-36889 a 14.91-acre site located at the northwest corner of the Elk Street/Thornton Avenue intersection and would consist of 76 single-family dwelling units. The site is currently classified as Low-Density Residential (LDR) in the City of Hemet General Plan Land Use Element. The Project site is currently zoned R-3 (Multiple Family Residential).</li> <li>➤ TTM-36890 a 13.60-acre site located at the northeast corner of the Elk Street/Thornton Avenue intersection and would consist of 72 single-family dwelling units. The site is currently classified as Low-Density Residential (LDR) in the City of Hemet General Plan Land Use Element. The Project site is currently zoned R-3 (Multiple Family Residential).</li> <li>➤ TTM-36891 a 17.27-acre site located at the southwest corner of the Elk Street/Thornton Avenue intersection and would consist of 76 single-family dwelling units. The site is currently classified as Low-Density Residential (LDR) in the City of Hemet General Plan Land Use Element. The Project site is currently zoned R-3 (Multiple Family Residential).</li> <li>➤ TTM-36892 a 19.14-acre site located at the southeast corner of the Elk Street/Thornton Avenue intersection and would consist of 83 single-family dwelling units. The site is currently classified as Low-Density Residential (LDR) in the City of Hemet General Plan Land Use Element. The Project site is currently zoned R-3 (Multiple Family Residential).</li> </ul> <p>The proposed Project was to be built in two phases, with Phase 1 consisting of TTM-36889 and TTM-</p>				

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>36890 (148 dwelling units now reduced to 143 dwelling units under this proposal) and Phase 2 consisting of TTM-36891 and TTM-36892 (159 dwelling units reduced to 158 dwelling units under the previous approval).</p> <p>However, what is called Phase 2 was already reviewed and approved by the City. Essentially the two phases have been reversed in terms of the order of approval and construction. This Initial Study is only analyzing the impacts associated with TTM-36889 and TTM-36890.</p> <p>Phase 1 was projected to be built and generating trips in 2019 with Phase 2 projected to be built and generating trips in 2021. However, since the phases have been reversed, the proposed maps are projected to be built and generating trips in 2021. The Project sites are currently vacant. Construction activities within the Project area are to consist of on-site grading, building, paving, and architectural coating.</p> <p><b>STREET/HIGHWAY FACILITIES</b></p> <p>A traffic impact analysis (TIA) analysis for the Project was prepared to analyze the projected traffic operations associated with the Project. The purpose of the TIA was to evaluate the potential circulation system deficiencies that may result from the development of the Project and to recommend improvements to achieve acceptable operations, if applicable. The analysis was prepared pursuant to the applicable City of Hemet, County of Riverside, and Caltrans traffic impact analysis guidelines.</p> <p>The Project is projected to be built and generating trips in 2021.</p> <p>The <i>Institute of Transportation Engineers (ITE) Trip Generation (9th Edition, 2012)</i> rates were used to determine the trip generation of the Project. The Project is forecast to generate approximately 1,409 daily trips, 111 AM peak hour trips, and 148 PM peak hour trips.</p> <p>The following twelve (12) intersections in the vicinity of the Project were included in the intersection level of service (LOS) analysis:</p> <ul style="list-style-type: none"> <li>• Warren Rd at Stetson Ave – <u>this intersection is within 1,000-feet of the direct flight path for the Hemet/Ryan Airport and cannot be upgraded;</u></li> <li>• Sanderson Ave at Stetson Ave;</li> <li>• Sanderson Ave at Mustang Way;</li> <li>• Sanderson Ave at Domenigoni Pkwy;</li> <li>• Kirby St at Stetson Ave;</li> <li>• Lyon Ave at Stetson Ave;</li> <li>• Lyon Ave at Thornton Ave;</li> <li>• Elk St at Stetson Ave;</li> <li>• Elk St at Thornton Ave;</li> <li>• Palm Ave at Stetson Ave;</li> <li>• Palm Ave at Thornton Ave; and</li> <li>• State St at Stetson Ave.</li> </ul> <p>The following roadway segments were included in the roadway segment analysis:</p> <ul style="list-style-type: none"> <li>• Lyon Ave between Stetson and Thornton;</li> <li>• Elk St between Stetson and Thornton;</li> <li>• Palm Ave between Stetson and Thornton;</li> <li>• Stetson Ave between Sanderson and Kirby;</li> <li>• Stetson Ave between Kirby and Lyon;</li> <li>• Stetson Ave between Lyon and Elk; and</li> <li>• Stetson Ave between Elk and Palm.</li> </ul> <p>The study intersections and roadway segments were analyzed for the following study scenarios:</p> <ul style="list-style-type: none"> <li>• Existing Conditions;</li> </ul>				

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
---	--------------------------------	--	------------------------------	-----------

- Existing Plus Ambient Plus Project (EAP) Phase 1 Conditions – TTM-36889 & TTM-36890;
- Existing Plus Ambient Plus Project (EAP) Phase 1&2 Conditions -- TTM-36889, TTM-36890, TTM-36891, and TTM-36892;
- Existing Plus Ambient Plus Project Plus Cumulative (EAPC) Phase 1 Conditions - - TTM-36889 & TTM-36890;
- Existing Plus Ambient Plus Project Plus Cumulative (EAPC) Phase 1&2 Conditions – TTM-36889, TTM-36890, TTM-36891, and TTM-36892; and
- General Plan Buildout Conditions

SUMMARY OF ANALYSIS RESULTS

Existing Conditions

Curb, gutter, sidewalk, and streetlights have all been installed on Thornton Avenue and Elk Street and will not be changed by this Project. These streets have a sixty-six-foot right-of-way with forty-four feet from curb to curb. Interior streets will be designed to the City’s typical street section with fifty-six-feet of right-of-way and thirty-six-foot curb-to-curb dimensions.

The study intersections are currently operating at an acceptable LOS (LOS D or better) during the AM and PM peak hours, with the exception of the Warren Road/Stetson Avenue intersection (this intersection is within 1,000-feet of the direct flight path for the Hemet/Ryan Airport and cannot be upgraded), which is currently operating at LOS E during both the AM and PM peak hour (this intersection is within 1,000-feet of the direct flight path for the Hemet/Ryan Airport and cannot be upgraded) and the two-way stop-controlled Elk Street/Stetson Avenue intersection where the northbound left-turn from Elk Street onto westbound Stetson Avenue is currently operating at LOS E during both the AM and PM peak hour.

The study roadway segments are currently operating at an acceptable LOS (LOS C or better) for existing conditions.

Signal warrants are met in the AM and PM peak hour at the Warren Road/Stetson Avenue intersection (this intersection is within 1,000-feet of the direct flight path for the Hemet/Ryan Airport and cannot be upgraded).

EAP TTM-36889 and TTM-38980 Conditions

The study intersections are projected to continue to operate at an acceptable LOS during the AM and PM peak hours for EAP TTM-36889 and TTM-36890 (Phase 1) conditions, with the exception of the Warren Road/Stetson Avenue (this intersection is within 1,000-feet of the direct flight path for the Hemet/Ryan Airport and cannot be upgraded) intersection and the two-way stop-controlled Elk Street/Stetson Avenue intersection, both of which are projected to operate at LOS F.

Based on the thresholds of significance, for EAP Phase 1 conditions the addition of Project generated trips is projected to not have a significant direct impact at any of the study intersections since the Warren Road/Stetson Avenue intersection (this intersection is within 1,000-feet of the direct flight path for the Hemet/Ryan Airport and cannot be upgraded) is operating deficiently for existing conditions, and signal warrants are not met at the Elk Street/Stetson Avenue intersection.

The study roadway segments are projected to operate at an acceptable LOS (LOS C or better) for EAP Phase 1 conditions.

EAP Phase 1&2 Conditions

The study intersections are projected to continue to operate at an acceptable LOS during the AM and PM peak hours for EAP Phase 1&2 conditions (all four maps), with the exception of the Warren Road/Stetson Avenue intersection (this intersection is within 1,000-feet of the direct flight path for the Hemet/Ryan Airport and cannot be upgraded) and the two-way stop-controlled Elk Street/Stetson Avenue intersection, both of which are projected to operate at LOS F.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
---	--------------------------------	--	------------------------------	-----------

Based on the thresholds of significance, for EAP Phase 1&2 conditions (all four maps) the addition of Project generated trips is projected to not have a significant direct impact at any of the study intersections since the Warren Road/Stetson Avenue intersection (this intersection is within 1,000-feet of the direct flight path for the Hemet/Ryan Airport and cannot be upgraded) is operating deficiently for existing conditions, and signal warrants are not met at the Elk Street/Stetson Avenue intersection.

The study roadway segments are projected to operate at an acceptable LOS (LOS C or better) for EAP Phase 1&2 (all four maps) conditions with the exception of Stetson Avenue between Kirby Street and Lyon Avenue which is projected to operate at LOS D. Since the signalized intersections at either end of the study roadway segment (Sanderson/Stetson and Kirby/Stetson) are projected to operate at acceptable levels of service, the addition of Project generated trips is projected to not have a significant direct impact at the study roadway segment.

EAPC Phase 1 Conditions (TTM-36889 and TTM-36890 – current Project)

The study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours for EAPC Phase 1 (TTM-36889 and TTM-36890) conditions, except the Warren Road/Stetson Avenue (this intersection is within 1,000-feet of the direct flight path for the Hemet/Ryan Airport and cannot be upgraded) and Elk Street/Stetson Avenue intersections which are projected to operate at LOS F during both peak hours.

Based on the thresholds of significance, for EAPC Phase 1 (TTM-36889 and TTM-36890) conditions, the addition of Project generated trips represent a cumulative impact at the Warren Road/Stetson Avenue intersection (this intersection is within 1,000-feet of the direct flight path for the Hemet/Ryan Airport and cannot be upgraded). The Project does not have a cumulative impact at the unsignalized Elk Street/Stetson Avenue intersection since the intersection does not meet traffic signal warrants, and the unacceptably operating approaches are the minor street (Elk Street) approaches.

The study roadway segments are projected to operate at an acceptable LOS (LOS C or better) for EAPC Phase 1 (TTM-36889 and TTM-36890) conditions, with the exception of Stetson Avenue between Kirby Street and Lyon Avenue which is projected to operate at LOS D. Since the signalized intersections at either end of the study roadway segment (Sanderson/Stetson and Kirby/Stetson) are projected to operate at acceptable levels of service, the addition of Project generated trips is projected to not have a significant cumulative impact at the study roadway segment.

EAPC Phase 1&2 (all four maps) Conditions

The study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours for EAPC Phase 1&2 (all four maps) conditions, except the Warren Road/Stetson Avenue (this intersection is within 1,000-feet of the direct flight path for the Hemet/Ryan Airport and cannot be upgraded) and Elk Street/Stetson Avenue intersections which are projected to operate at LOS F during both peak hours.

Based on the thresholds of significance, for EAPC Phase 1&2 (all four maps) conditions, the addition of Project generated trips represents a cumulative impact at the Warren Road/Stetson Avenue intersection (this intersection is within 1,000-feet of the direct flight path for the Hemet/Ryan Airport and cannot be upgraded). The Project does not have a cumulative impact at the unsignalized Elk Street/Stetson Avenue intersection since the intersection does not meet traffic signal warrants, and the unacceptably operating approaches are the minor street (Elk Street) approaches.

The study roadway segments are projected to operate at an acceptable LOS (LOS C or better) for EAPC Phase 1&2 (all four maps) conditions, with the exception of Stetson Avenue between Sanderson Avenue and Lyon Avenue which is projected to operate at LOS D. Since the signalized intersections along this segment of Stetson Avenue (Sanderson/Stetson, Kirby/Stetson and Lyon/Stetson) are projected to operate at acceptable levels of service, the addition of Project generated trips is projected to not have a significant cumulative impact at the study roadway segment.

## ISSUES & SUPPORTING INFORMATION SOURCES:

Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

No Impact

### SUMMARY OF IMPACTS, RECOMMENDED IMPROVEMENTS, AND MITIGATION MEASURES

Signalizing the study intersection of Elk Street/Stetson Avenue is recommended for *EAP & EAPC* conditions to reduce peak hour delay and improve intersection LOS to LOS D or better. This intersection is not in the City's Development Impact Fee (DIF) Program; therefore, payment of fair share DIF does not mitigate the impact of the Project on the intersection.

It is noted that transportation improvements throughout the County of Riverside are funded through a combination of direct project mitigation, fair share contributions or development impact fee programs such as the City's adoption of the Transportation Uniform Mitigation Fee (TUMF) program and the City of Hemet Development Impact Fee (DIF) program. The Project will be subject to the TUMF and the City's DIF as appropriate. Identification and timing of needed improvements are generally determined through local jurisdictions based upon a variety of factors.

Therefore, the Project will have a **less than significant impact with mitigation** on street and highway facilities.

**MM TRAF 1:** The applicant shall participate in the funding or construction of off-site improvements that are needed to serve cumulative traffic conditions through the payment of the Transportation Uniform Mitigation Fees (TUMF) and City of Hemet Development Impact Fees (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 the projected population increases.

**MM TRAF 2: PRIOR TO FINAL MAP RECORDATION:** The applicant shall deposit with the Engineering Department, a fair share contribution for 50% of the estimated cost, at the time of deposit, to signalize the intersection of Elk Street and Stetson Avenue and all necessary improvements.

**MM TRAF-3: PRIOR TO RELEASE OF SECURITY (BONDS):** The Applicant shall verify that the City has collected sufficient fair share contributions, or other funds, to install traffic signals at the intersection of Elk Street and Stetson Avenue and all other necessary improvements to safely and adequately signalize the intersection. Should the City have sufficient funds, the Applicant shall install traffic signals at the intersection of Elk Street and Stetson Avenue and all other necessary improvements to safely and adequately signalize the intersection.

### **ON-SITE ROADWAY AND SITE ACCESS IMPROVEMENTS**

Wherever necessary, roadways adjacent to the Project site and site access points will be constructed in compliance with recommended roadway classifications and respective cross-sections in the City of Hemet General Plan Circulation Element.

Sight distance at each Project access point should be reviewed with respect to standard Caltrans and City sight distance standards at the time of final grading, landscaping, and street improvement plans.

Signing/stripping should be implemented in conjunction with detailed construction plans for the Project site.

Therefore, the Project will have a **less than significant impact** on on-site roadway and site access improvements.

### **ALTERNATIVE MODES OF TRANSPORTATION**

#### Pedestrian and Bicycles

There is a Class II bicycle lane on Sanderson Avenue between Stetson Avenue and Domenigomi Parkway and a Class II bicycle lane on Palm Avenue. Sidewalks along roadways and curb ramps at intersections are present in locations where development has occurred and will be added as part of this

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
---	--------------------------------	--	------------------------------	-----------

Project. Class II On-Street bicycle lanes are planned for parts of Thornton Avenue, Stetson Avenue, State Street, Domenigomi Parkway, Mustang Way, Kirby Street, and Lyon Avenue.

Public Transit Services

The City of Hemet is served by the Riverside Transit Agency (RTA), which provides bus service to western Riverside County.

There are no transit routes directly serving the Project site, and one transit route within a one-quarter mile walking distance. Riverside Transit Agency Route 32 travels between the Hemet Valley Mall and Mount San Jacinto College. In the vicinity of the Project, Route 32 runs along Stetson Avenue with a stop at the Elk Street/Stetson Avenue intersection approximately 0.25 miles north of the center of the overall Project site (the Elk Street/Thornton Avenue intersection). Route 32 provides weekday service between 6:00 AM and 9:00 PM with headways of 60-80 minutes throughout the day and weekend service between 6:00 AM and 6:00 PM with headways of 60-65 minutes.

**TEMPORARY TRAFFIC IMPACTS FROM CONSTRUCTION**

The Project will be importing fill dirt during the grading stage of construction as follows:

- TTM-36889 – 30,000 cubic yards of fill in approximately 2,146 truckloads; and
- TTM-36890 – 5,000 cubic yards of fill in approximately 357 truckloads.

To ensure that construction trips will not significantly impact the area mitigation measure, **MM TRAF-4** is proposed. Implementing **MM TRAF-4** will ensure that construction trips will be **less than significant with mitigation** and will not significantly impact the roadway system.

**MM TRAF-4:** Prior to any lane closure or detour, the Owner/Applicant shall submit a Construction Traffic Management Plan per the California M.U.T.C.D., for review and approval by the City Engineer. The plan shall include, but not be limited to, signing, truck routes per the City of Hemet Approved Truck Route and Parking Map, and dirt hauling hours per Municipal Code Sections 67-10 and 67-11 of the City of Hemet Municipal Code.

**CITY CAPITAL IMPROVEMENT PROGRAM (CIP)**

There are no CIP projects proposed for this section of Thornton Avenue or Elk Street. Development increases the amount of traffic utilizing the city street system, thereby requiring the installation of additional traffic signals, including interconnect systems; therefore, new development is required to pay its fair share of such improvements, through the Traffic Signal Mitigation Fee. Such fees are placed in a specially designated fund to be utilized for the purchase and installation of traffic signals, including interconnect systems and other control devices.

Adherence to all Engineering requirements for Thornton Avenue and Elk Street will ensure that there is **no impact** to the City’s CIP, directly, indirectly, and cumulatively.

**WRCOG TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) PROGRAM**

Thornton Avenue and Elk Street are not part of the TUMF plan. Nevertheless, the Project will participate in the cost of off-site improvements through the payment of TUMF fees based on the current fees at the time of construction of the Project. Therefore, there is **no impact** under the TUMF guidelines, directly, indirectly, or cumulatively to a TUMF roadway.

**RCTC CMP**

The Riverside County Transportation Commission (RCTC) Congestion Management Program (CMP)

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>designates certain roadways as CMP facilities. SR 74 and SR 79 are both designated highways on RCTC's CMP system. SR 74 (Florida Avenue) is exempt from CMP requirements from Sanderson Avenue to Hemet Street because it operated at LOS F when the CMP was initially introduced in 1991. The CMP designates a minimum acceptable LOS of E on CMP facilities. (RCTC 2010). However, the City's LOS standard for CMP roadways is more stringent than the RCTC standard. Because the City's standard LOS requirement is LOS D, compared to a less stringent standard of LOS E for roadways that are part of the CMP, this section does not include a separate analysis of CMP facilities as there would be <b>no impact</b> under the City's guidelines, directly, indirectly or cumulatively.</p>				
<p><b>SUMMARY</b></p>				
<p>Therefore, the Project as designed and conditioned will have a <b>less than significant impact with mitigation</b>, directly, indirectly, and cumulatively on any program plans, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.</p>				
<p>b) Conflict or be inconsistent with <a href="#">CEQA Guidelines section 15064.3, subdivision (b)</a>?<sup>1</sup></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p>				
<p>See Response XVII a) above, as the City has not yet implemented analysis using vehicle miles traveled (VMT). See footnote 1.</p>				
<p>c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b></p>				
<p>Implementation of General Plan 2030 policies C-1.18 and C-1.19 requiring that new and improved roadways comply with existing City roadway standards, ensures no hazards will result. Therefore, this Project will have <b>no impact</b>, directly, indirectly, and cumulatively, as it will not create or increase hazards on the circulation system.</p>				
<p>d) Result in inadequate emergency access?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p>				
<p>General Plan 2030 policies and programs were designed to ensure the provision of adequate emergency services. Policies C-3.4 and PS-7.4 require that adequate street widths and clearance be provided to allow passage of emergency vehicles. Program PS-18 requires regular evaluation of the City's emergency preparedness plans and procedures.</p>				
<p>In addition, both the Fire Department and Police Department will review the Project site plan to ensure safety measures are addressed, including emergency access.</p>				
<p>The City's continued implementation of General Plan 2030 policies and programs, along with implementation of the City's existing Community Emergency Response Team (CERT), Emergency Operation Plan, and the review of the Project by both the Police and Fire Departments will ensure a <b>less than significant impact</b>, directly, indirectly and cumulatively on emergency access.</p>				
<p><b>Sources:</b></p>				
<ol style="list-style-type: none"> <li>1. City of Hemet General Plan 2030, adopted January 24, 2012, and as amended <ul style="list-style-type: none"> <li>• Figure 4.1 – Roadway Circulation Master Plan</li> <li>• Figure 4.2 – Roadway Classification Cross-Sections</li> <li>• Figure 4.3 – Neighborhood Electric Vehicle (NEV) Network</li> </ul> </li> </ol>				

<sup>1</sup> CEQA Guidelines section 15064.3(c) provides that a lead agency "may elect to be governed by the provisions" of the section immediately; otherwise, the section's provisions apply July 1, 2020. Here, the City has not elected to be governed by Section 15064.3. Accordingly, an analysis of vehicles miles traveled (VMT) is not necessary to determine whether a proposed project will have a significant transportation impact.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<ul style="list-style-type: none"> <li>• Figure 4.4 – Transit Service Features</li> <li>• Figure 4.5 – Bikeway Circulation Plan</li> <li>• Figure 4.6 – Bikeway Cross Sections</li> <li>• Appendix E – Circulation Element Reference Data</li> </ul> <ol style="list-style-type: none"> <li>2. Final Environmental Impact Report City of Hemet General Plan 2030, certified January 12, 2012 <ul style="list-style-type: none"> <li>• Exhibit 3-4 – Roadway Circulation Master Plan</li> </ul> </li> <li>3. Municipal Code Chapter 58 – Planning and Development</li> <li>4. Municipal Code Chapter 67 – Grading, Sediment, and Erosion Control</li> <li>5. Municipal Code Chapter 90 – Zoning</li> <li>6. Riverside County Transportation Commission, Congestion Management Program, December 14, 2011</li> <li>7. Western Riverside County Association of Governments (WRCOG), Transportation Uniform Mitigation Fee (TUMF)</li> <li>8. City of Hemet Capital Improvement Plan (CIP) Fiscal Year 2015/2016 to Fiscal Year 2019/2020</li> <li>9. River Oaks Ranch Traffic Impact Analysis, prepared by TJW Engineering, Inc., October 10, 2016, and Revised January 11, 2017</li> </ol>				
<b>VIII. TRIBAL CULTURAL RESOURCES – Would the project:</b>				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in <a href="#">Public Resources Code Section 21074</a> 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:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in <a href="#">Public Resources Code Section 5020.1(k)</a> , or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Response:</b>				
<p>A Sacred Lands File Record Search was conducted on March 14, 2016, by the Native American Heritage Commission (NAHC). The NAHC record search did not produce any record of Native American Cultural Resources or sacred lands within a one-mile radius of the proposed project. SRSINC contacted thirteen (13) individuals representing nearby Native groups with comments received from three tribal groups. The Soboba Band of Luiseño Indians requested to be included during this study's pedestrian survey. SRSINC obliged and surveyed on April 14, 2016, with a tribal monitor from the Soboba Band.</p>				
<p>A systematic pedestrian survey was conducted on April 14, 2016, by the SRSINC archaeological crew, which included Principal Investigator Andrew Garrison, Laboratory/Field Manager Michelle Garcia, and Laboratory/Field Technicians Samantha Kleam and Kimberly Hinson. A tribal monitor, William "Billy" Swan, from the Soboba Band of Luiseño Indians was also present and aided the archaeological crew during the survey. The careful reconnaissance of the area confirmed no prehistoric or historic resources visible on the surface of the property.</p>				
<p>Since all known recorded resources are located outside of the project's viewshed, the Project will not have any impact on neighboring resources. In addition, no Cultural Resources were observed within the Project area. However, the close presence of both surface and prehistoric subsurface remains recorded at the Eastern Information Center suggest that any subsurface disturbance to the parcel has the potential of unearthing prehistoric artifacts. To mitigate any negative impacts on potential Cultural Resources mitigation measures, <b>MM CR-1</b> through <b>MM CR-3</b> are recommended.</p>				
<p>As well, per Appendix A attached, the City conducted tribal consultation under AB 52, commencing on February 28, 2019. The 30-day response period ended on March 30, 2019. Information on the consultation process can be found in Appendix A of this Initial Study.</p>				
<p>Through the implementation of <b>MM CR-1 to MM CR-3</b> and <b>PALEO-1</b>, the Project will have a <b>less than significant impact with mitigation</b>, directly, indirectly, and cumulatively on a Historical Resource.</p>				
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>set forth in subdivision (c) of <a href="#">Public Resources Code section 5024.1</a>. In applying the criteria set forth in subdivision (c) of <a href="#">Public Resources Code section 5024.1</a>, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>				
<p><b>Response:</b></p> <p>See response XVIII a) above, the Records Search referenced above, did not identify the presence of significant resources on-site pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1. However, as referenced, the Soboba Band of Luiseño Indians and the Rincon Band of Luiseño Indians requested consultation and implementation of Mitigation Measures <b>MM CR-1 to MM CR-3</b> to address significant resources that may be present on the site. Therefore, the Project will have <b>less than a significant impact with mitigation</b>, directly, indirectly, and cumulatively on a Tribal Historical Resource.</p>				
<p><b>Sources:</b></p> <ol style="list-style-type: none"> <li>1. City of Hemet General Plan 2030, adopted January 24, 2012, and as amended <ul style="list-style-type: none"> <li>• Figure 9.1 – Cultural Resource Sensitivity</li> <li>• Figure 9.3 – Notable Local Historic Sites</li> <li>• Figure 10.1 – Museums and Cultural Sites</li> <li>• Appendix B – City of Hemet Historic Resources</li> </ul> </li> <li>2. Final Environmental Impact Report City of Hemet General Plan 2030, certified January 12, 2012 <ul style="list-style-type: none"> <li>• Exhibit 4.5-1 – Cultural Resource Sensitivity</li> </ul> </li> <li>3. Municipal Code Chapter 58 – Planning and Development</li> <li>4. Municipal Code Chapter 90 – Zoning</li> <li>5. Phase 1 Cultural Resource Assessment for TTM-36889, prepared by SRS Inc. at Riverwalk, April 24, 2019 (<i>This document cannot be provided to the public due to the inclusion of confidential information pursuant to Government Code Section 6254.10.</i>)</li> <li>6. Phase 1 Cultural Resource Assessment for TTM-36890, prepared by SRS Inc. at Riverwalk, April 24, 2019 (<i>This document cannot be provided to the public due to the inclusion of confidential information pursuant to Government Code Section 6254.10.</i>)</li> </ol>				
<p><b>XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:</b></p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p><u>Water</u></p> <p>See also responses Section X above and XIX b) below for additional information.</p> <p>Senate Bill (SB) 610 (Chapter 643, Statutes of 2001; Water Code Sections 10910–10915) made changes to the Urban Water Management Planning Act to require additional information in UWMPs if groundwater is identified as a source available to the supplier. The information required includes a copy of any groundwater management plan adopted by the supplier, a copy of the adjudication order or decree for adjudicated basins, and if non-adjudicated, whether the basin has been identified as being over-drafted or projected to be over-drafted in the most current DWR publication on that basin. If the basin is in overdraft, that plan must include current efforts to eliminate any long-term overdraft. A key provision in SB 610 requires that large development projects supplied with water from a public water system and subject to CEQA be provided a specified water supply assessment, except as specified in the law. Large development projects include those with 500 or more residential units, 500,000 square feet of retail, commercial space, or 250,000 square feet of office commercial space. These assessments, prepared by</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>“public water systems” responsible for service, address whether there are adequate existing or projected water supplies available to serve proposed projects, in addition to urban and agricultural demands and other anticipated development in the service area in which the project is located.</p> <p>SB 221 (Chapter 642, Statutes of 2001; Government Code Section 66473.7) prohibits approval of subdivisions consisting of more than 500 dwelling units unless there is verification of sufficient water supplies for the project from the applicable water supplier(s). This requirement also applies to approvals that would increase the number of service connections by 10% or more for public water systems with less than 500 service connections. The law defines criteria for determining “sufficient water supply,” such as using normal, single-dry, and multiple-dry year hydrology and identifying the amount of water that the supplier can rely on to meet existing and future planned uses. Rights to extract additional groundwater, if used for the project, must be substantiated.</p> <p>The Project proposes 143 single-family residential units that will be served by the Eastern Municipal Water District (EMWD). Since the project proposes less than 500 dwelling units, a water supply assessment (WSA) was not required.</p> <p>EMWD will provide water to the site, and they provided a “will-serve” letter to the applicant. The Project will connect to an existing 12-inch water line located in Thornton Avenue and into an existing 8-inch line in Elk Street. Per the EMWD’s Urban Water Management Plan (UWMP), EMWD has the supply needed to meet the demand of its customers through 2030. The conclusion is based on the assurances of Metropolitan Water District (MWD) that it would be able to supply member agency demands, the reliability of local groundwater supplies achieved through groundwater management plans, and the development of recycled water resources. EMWD has committed to providing service to the planned uses of the General Plan, and this Project is consistent with the City’s General Plan. The Project will not require or result in the relocation or construction of new or expanded water lines or facilities, which could cause significant environmental effects. Therefore, the Project will have a <b>less than significant effect</b>, directly, indirectly, or cumulatively, on water facility expansion.</p> <p><u>Wastewater Treatment</u></p> <p>See also response Section X above and XIX c) below for additional information.</p> <p>Sanitary sewage from the Project site will be connected to the existing City of Hemet 8-inch sanitary sewer line located in Thornton Avenue through the new lines proposed within the newly created streets within the maps. The wastewater will then be transported to the Eastern Municipal Water District’s (EMWD) San Jacinto Regional Water Reclamation Facility.</p> <p>EMWD implements all requirements of the Regional Water Quality Control Board pertaining to water quality and wastewater discharge. EMWD’s Recycled Water System has the capacity for the treatment of 56 million gallons per day and currently processes 45 – 50 million gallons a day of treated wastewater from its four operating regional treatment plants. This treated water is distributed throughout the Recycled Water Distribution System.</p> <p>The Project will generate approximately 38,610 gallons per day of wastewater, based on the 2016 average household size of 2.7 and the General Plan 2030 FEIR Table 4.14-6 – Estimated Wastewater Generation of 100 gallons a day per person. EMWD has the capacity for the treatment of 56 million gallons per day, and currently treats between 45 million and 50 million gallons per day. The addition of the proposed Project will not significantly impact EMWD’s capacity, and impacts associated with wastewater treatment will be <b>less than significant</b>, directly, indirectly, and cumulatively.</p> <p>All new development is required to comply with all provisions of the NPDES program and the City’s Municipal Separate Sewer Permit (MS4), as enforced by the Sana Ana Regional Water Quality Control Board (SARWQCB). The Project is consistent with the General Plan proposing residential units. Compliance with the City’s, EMWD’s, all Waste Discharge Requirements outlined by the SARWQCB, as well as requirements included in the NPDES permit, SWPPP, WQMP, and wastewater conveyance standards would ensure that wastewater discharges coming from the Project site and treated by the wastewater treatment facility system would not exceed applicable RWQCB wastewater treatment</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
requirements or capacity. Impacts would be <b>less than significant with mitigation</b> , directly, indirectly, or cumulatively.				
<u>Storm Water Drainage</u>				
There are no natural drainages on the Project site; the Project will not alter any existing drainage patterns. Natural drainage for the site is toward the west, and the Project design has honored the pre-development pattern. Individual lots will drain via vegetated swales to the adjacent streets. Street flow is intercepted by an on-site storm drain system and discharged to the on-site infiltration/stormwater mitigation basin located along Thornton Avenue for both maps. Stormwater flows in excess of the capacity of the onsite basin discharge to Thornton Avenue and flows via Lyon Avenue to the existing retention basin located at the northeast corner of Lyon Avenue and Chambers Avenue. Ultimate receiving waters are Canyon Lake and Lake Elsinore. Water quality mitigation is provided through the use of infiltration basins.				
The Project is in the Salt Creek Drainage Area, overseen by the Santa Ana RWQCB. Salt Creek drains westerly through Canyon Lake into Lake Elsinore and eventually through the Santa Ana River to the Pacific Ocean via Temescal Canyon Creek.				
Pursuant to NPDES regulations, the City will require that the Project comply with existing Santa Ana and San Diego RWQCB and City stormwater controls, including compliance with NPDES construction and operation measures to prevent erosion, siltation, and transport of urban pollutants.				
In addition, the City of Hemet is a Co-Permittee in and is required to comply with, the Riverside County municipal separate storm sewer system (MS4) permit (Waste Discharge Requirements for Riverside County - Order No. 2010-0033, NPDES No. CAS618033) adopted by the Regional Board on January 29, 2010. In conformance with this MS4 permit, and the Water Quality Management Plan (WQMP) the Project is required to implement structural and non-structural Best Management Practices (BMPs) to retain and treat pollutants of concern (in dry-weather runoff and first-flush stormwater runoff) consistent with the MEP standard, and minimize hydrologic conditions of concern (HCOCs), both during and post-construction. Additionally, General Plan 2030 Policies CSI-4.3 and CSI-4.8 require the City to prevent pollutant discharge into drainage systems.				
The Project will not impact the existing stormwater management systems significantly. The Project will result in an incremental increase in the volume of stormwater; however, the City will require that the incremental increase in volume be managed on-site. The preparation of site-specific hydrology studies, water management plans, and Project design and compliance with existing federal, state, and local water quality laws and regulations related to water quality standards will ensure a <b>less than significant impact</b> , directly, indirectly and cumulatively to stormwater facilities				
<u>Electric Power</u>				
Electric power is provided to the site by Southern California Edison (SCE). The Project will connect to existing distribution lines in either Elk Street or Thornton Avenue. SCE has committed to providing service to the planned uses of the General Plan, and this Project is consistent with the City's General Plan. The Project will not require or result in the relocation or construction of new or expanded electric power, which could cause significant environmental effects. Therefore, the Project will have a <b>less than significant</b> effect on electric power expansion.				
<u>Natural Gas</u>				
Natural gas is provided to the site by Southern California Gas Company (SCG). The Project will connect to existing distribution lines in either Elk Street or Thornton Avenue. SCG has committed to providing service to the planned uses of the General Plan 2035, and this Project is consistent with the City's General Plan 2035. The Project will not require or result in the relocation or construction of new or expanded natural gas facilities power, which could cause significant environmental effects. Therefore, the Project will have a <b>less than significant</b> effect on natural gas facility expansion.				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>Telecommunications Facilities</u>				
<p>Except for possible underground lines in the street right-of-ways for Thornton Avenue and Elk Street, there are no telecommunication facilities on the Project site. All existing underground lines will be protected in place during construction. Therefore, the Project will have a <b>less than significant</b> effect on telecommunication facility expansion.</p>				
<u>Summary</u>				
<p>As noted above and in responses Section X and XIX b) above of this document, the Project will be <b>less than significant</b> directly, indirectly, or cumulatively, on the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.</p>				
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Response:</b>				
<p>Senate Bill (SB) 610 (Chapter 643, Statutes of 2001; Water Code Sections 10910–10915) made changes to the Urban Water Management Planning Act to require additional information in UWMPs if groundwater is identified as a source available to the supplier. The information required includes a copy of any groundwater management plan adopted by the supplier, a copy of the adjudication order or decree for adjudicated basins, and if non-adjudicated, whether the basin has been identified as being over-drafted or projected to be over-drafted in the most current DWR publication on that basin. If the basin is in overdraft, that plan must include current efforts to eliminate any long-term overdraft. A key provision in SB 610 requires that large development projects supplied with water from a public water system and subject to CEQA be provided a specified water supply assessment, except as specified in the law. Large development projects include those with 500 or more residential units, 500,000 square feet of retail, commercial space, or 250,000 square feet of office commercial space. These assessments, prepared by “public water systems” responsible for service, address whether there are adequate existing or projected water supplies available to serve proposed projects, in addition to urban and agricultural demands and other anticipated development in the service area in which the project is located. T</p>				
<p>SB 221 (Chapter 642, Statutes of 2001; Government Code Section 66473.7) prohibits approval of subdivisions consisting of more than 500 dwelling units unless there is verification of sufficient water supplies for the project from the applicable water supplier(s). This requirement also applies to approvals that would increase the number of service connections by 10% or more for public water systems with less than 500 service connections. The law defines criteria for determining “sufficient water supply,” such as using normal, single-dry, and multiple-dry year hydrology and identifying the amount of water that the supplier can reasonably rely on to meet existing and future planned uses. Rights to extract additional groundwater, if used for the project, must be substantiated.</p>				
<p>The Project proposes 143 single-family residential units and, as such is not required to get a water supply assessment from Eastern Municipal Water District, the water purveyor.</p>				
<p>EMWD has current total water supplies of 198,400-acre-feet in multiple dry years, according to its Urban Water Management Plan (UWMP). The Project will generate a demand for approximately 122,730 gallons per day, or 138-acre feet per year. This water usage is consistent with the predicted use and growth identified in the UWMP, insofar as the EMWD based its planning on land use designations in its service district. The Project site is in the Hemet/San Jacinto Groundwater Management Area, for which EMWD prepares an annual report to document and analyze the region’s water needs and long-term demand for domestic water. This analysis includes conservation measures and replenishment programs to make it possible for EMWD to meet increasing demand.</p>				
<p>The Project will tie into existing domestic water lines in Thornton Avenue and Elk Street. No new wells or additional water infrastructure or entitlements will be required.</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>The Project will be required to implement all water conservation measures imposed by EMWD under normal as well as drought conditions over the life of the Project. The Project will be required to implement any emergency measures in effect at the time the Project is developed.</p>				
<p>On January 27, 2015, the Hemet City Council approved Resolution No. 15-004, activating Phase 2 of the City's Water Conservation Plan, which implements a water use reduction program to achieve a 25% reduction in overall water use. The Project shall be required to comply with this reduction plan as well.</p>				
<p>As the Project is consistent with the General Plan 2030 upon which EMWD has made their assumptions for planned water availability and with compliance with all State and local regulations, impacts to water supplies will be <b>less than significant</b>, directly, indirectly, and cumulatively.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>See also response Section X and XIX a) above for additional information.</p> <p>EMWD will provide wastewater treatment. The sewer lines will connect to an EMWD line for wastewater, which will be treated at the Hemet/San Jacinto Regional Water Reclamation Facility. This 255-acre facility is located at 770 North Sanderson Avenue in the western portion of the City of San Jacinto. The plant performs primary, secondary, and tertiary treatment of wastewater, removing bacteria, viruses, and virtually all suspended solids. The facility's current capacity is 14 million gallons per day (mgd), and the ultimate planned expansion capacity is 27 mgd. The plant currently treats approximately nine million gallons per day (mgd).</p> <p>All new development is required to comply with all provisions of the NPDES program and the City's Municipal Separate Sewer Permit (MS4), as enforced by the Sana Ana Regional Water Quality Control Board (SARWQCB). The Project is consistent with the General Plan proposing residential units. Compliance with the City's, EMWD's, all Waste Discharge Requirements outlined by the SARWQCB, as well as requirements included in the NPDES permit, SWPPP, WQMP, and wastewater conveyance standards would ensure that wastewater discharges coming from the Project site and treated by the wastewater treatment facility system would not exceed applicable RWQCB wastewater treatment requirements or capacity. Impacts would be <b>less than significant</b>, directly, indirectly, or cumulatively.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>CR&amp;R Waste and Recycling Services transport solid waste to the Lamb Canyon landfill. The Lamb Canyon landfill is expected to meet capacity in 2021, at which time waste can be taken to the El Sobrante or Badlands landfills. With the implementation of the City's and CR&amp;R's recycling programs, including the California Local Material Exchange Program, Electronic Waste Recycling, Organics Recycling, and Household Hazardous Waste Collections, the City continues to divert waste from the landfill. Therefore, landfill capacity is available to accommodate this Project, and the Project will have a <b>less than significant impact</b>, directly, indirectly, and cumulatively to landfills.</p>				
<p>e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b></p> <p>Federal, State, and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to assure adequate landfill capacity through mandatory reductions in solid waste quantities (for example, through recycling and composting of green waste) and the safe and efficient</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>transportation of solid waste. The Project will comply with all regulatory requirements regarding solid waste, including AB 939 and AB 341. AB 939, which is administered by the California Department of Resources Recycling and Recovery, required local governments to achieve a landfill diversion rate of at least 50 percent by January 1, 2000, through source reduction, recycling, and composting activities. Moreover, AB 341 increases the minimum solid waste diversion rate to 75 percent by 2020. Such regulations will apply to this Project, and compliance is mandatory. Further, mandates set forth by the CALGreen Code aim to reduce solid waste generation and promote recycling and diversion design and activities, to which this Project is required to comply. There will be <b>no impacts</b>, directly, indirectly or cumulatively regarding compliance with Federal, State, and local statutes and regulations related to solid waste.</p>				
<b>Sources:</b>				
<ol style="list-style-type: none"> <li>1. City of Hemet General Plan 2030, adopted January 24, 2012, and as amended <ul style="list-style-type: none"> <li>• Figure 5.1 – Water and Sewer Service Areas</li> <li>• Figure 5.2 – Groundwater Management Zones</li> <li>• Figure 5.3 – Recycled Water Lines/Brine Lines</li> <li>• Figure 5.4—Stormwater Drainage</li> </ul> </li> <li>2. Final Environmental Impact Report City of Hemet General Plan 2030, certified January 12, 2012 <ul style="list-style-type: none"> <li>• Exhibit 4.9-1 – Stormwater Drainage and Groundwater</li> </ul> </li> <li>3. Municipal Code Chapter 14 – Buildings and Building Regulations <ul style="list-style-type: none"> <li>• Article III – Construction Site Maintenance and Trash Containment</li> <li>• Article VIII – Water Conservation</li> <li>• Article X – Stormwater/Urban Runoff Management and Discharge Controls</li> </ul> </li> <li>4. Municipal Code Chapter 58 – Planning and Development</li> <li>5. Municipal Code Chapter 62 – Solid Waste Management</li> <li>6. Municipal Code Chapter 67 - Grading, Sediment and Erosion Control</li> <li>7. Municipal Code Chapter 90 – Zoning</li> <li>8. Eastern Municipal Water District (EMWD) Groundwater Reliability Plus, <a href="http://gwrplus.org/">http://gwrplus.org/</a></li> <li>9. Eastern Municipal Water District (EMWD) 2015 Urban Water Management Plan</li> <li>10. Preliminary Drainage Study for River Oaks Ranch Development Tentative Tract Nos. 36889 &amp; 36890, prepared by Blaine A. Womer Civil Engineering, April 29, 2019</li> <li>11. Project Specific Water Quality Management Plan Tentative Tract No. 36889, prepared by Blaine A. Womer Civil Engineering, April 29, 2019</li> <li>12. Project Specific Water Quality Management Plan Tentative Tract No. 36890, prepared by Blaine A. Womer Civil Engineering, April 29, 2019</li> </ol>				
<b>XX. WILDFIRE</b> – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, <b>would the project:</b>				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Response:</b>				
<p>As stated in response Section IX above, the City's Emergency Operation Plan describes the City's process for responding to emergencies or disasters. In addition, the City, along with most other jurisdictions in Riverside County, joined with the County of Riverside to submit a Multi-Jurisdictional LHMP providing a framework for emergency response.</p> <p>Project access will be provided by Thornton Avenue and Elk Street via internal streets. The proposed Project will not alter the existing circulation pattern in the Project area. Emergency access and evacuation routes will be unaffected by the proposed Project.</p> <p>Construction activities may temporarily restrict vehicular traffic. However, even temporary changes to the existing roadway network require the approval of the City and notification to all emergency responders per <b>MM TRAF-4</b>. The Project provides adequate access for emergency vehicles, including adequate street widths and vertical clearance. Implementation of federal, state, and local laws and regulations in the construction of this Project would result in <b>less than significant impacts with mitigation</b>, directly, indirectly, or cumulatively, to adopted emergency response or evacuation plans.</p>				
b) Due to slope, prevailing winds, and other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				
<p><b>Response:</b></p> <p>In addition to response Sections VII and IX above, the Project site is not located within a Very High Fire Hazard Classification area with the County of Riverside or a High Fire Hazard Zone Area in the City's General Plan. As well, the site is relatively flat and surrounded by residential uses. Therefore, the Project will not exacerbate wildfire risks and will have <b>no impact</b>, directly, indirectly, or cumulatively, to the exposure of pollutant concentration from a wildfire or the uncontrolled spread of a wildfire.</p>				
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk, or that may result in temporary or ongoing impacts on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b></p> <p>The Project will not require the installation or maintenance of the associated infrastructure that would exacerbate fire risk, or that may result in temporary or ongoing impacts on the environment and, as such will have <b>no impact</b>, directly, indirectly, or cumulatively.</p>				
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b></p> <p>See Sections VII and IX above. The Project site is not located within a Very High Fire Hazard Classification area with the County of Riverside or a High Fire Hazard Zone Area in the City's General Plan.</p> <p>The site is situated on relatively level ground and is not immediately adjacent to any slopes or hillsides that could be potentially susceptible to slope instability. No signs of slope instability in the form of landslides, rockfalls, earth flows, or slumps were observed at or near the subject site during Sladden's investigation.</p> <p>The Project site is not located within a 100-year mapped flood zone (FEMA Flood Insurance Rate Map No. 06065C2105G (August 28, 2018)). The Project would redirect on-site drainage patterns; however, it would not impede or redirect flood flows. As referenced, all drainage would be managed to ensure pre-construction flows off-site are maintained. The Project would not expose people or structures to flood hazards from severe storm events.</p> <p>Therefore, the Project will have <b>no impact</b>, directly, indirectly, or cumulatively, as it is not expected to have a wildland fire on site and therefore, will not expose people or structures to significant risk, from flooding, or landslides as a result of a post-wildfire.</p>				
<p><b>Sources:</b></p> <ol style="list-style-type: none"> <li>1. City of Hemet General Plan 2030, adopted January 24, 2012, and as amended <ul style="list-style-type: none"> <li>• Figure 6.4 – Wildland Fire Hazard Severity Zones</li> </ul> </li> <li>2. Final Environmental Impact Report City of Hemet General Plan 2030, certified January 12, 2012 <ul style="list-style-type: none"> <li>• Exhibit 4.8-1 – Wildland Fire Hazard Severity Zones</li> </ul> </li> <li>3. Municipal Code Chapter 14 – Buildings and Building Regulations <ul style="list-style-type: none"> <li>• Article IX – Fire Hazard Reduction</li> </ul> </li> <li>4. Municipal Code Chapter 46 Article I Section 46-9 – Release, Escape or Burning of Hazardous Substance</li> <li>5. Municipal Code Chapter 58 – Planning and Development</li> </ol>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
6. Municipal Code Chapter 67 - Grading, Sediment and Erosion Control 7. Municipal Code Chapter 90 – Zoning 8. Local Hazard Mitigation Plan, adopted June 2017, and as amended <ul style="list-style-type: none"> <li>Figure 4.4.2 – Hemet High Fire</li> </ul>				
<b>XXI. MANDATORY FINDINGS OF SIGNIFICANCE</b>				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Response:</b>				
<u>Biological Resources</u>				
<p>In Section IV (Biological Resources), it is noted that the MSHCP has identified burrowing owl as a species of concern. There was no sign of burrowing owl or burrowing owl use on the site. Depending upon the timing of the proposed construction, the burrowing owl could move on-site in the interim. Also, impacts on active bird nests could occur. Therefore, mitigation measures, <b>MM BIO-1</b> and <b>MM BIO-2</b>, are proposed to require a pre-construction survey for the burrowing owl and requiring demolition/grading/construction to occur outside of the nesting season for birds. No other biological impacts are expected. Therefore, it was determined that the Project would have a <b>less than significant impact with mitigation</b>, directly, indirectly, and cumulatively, on any species identified as a candidate, sensitive, or special status species in local or regional plans, or policies.</p>				
<u>Cultural &amp; Tribal Resources and Geology and Soils</u>				
<p>In Section V (Cultural Resources) and Section XVIII (Tribal Cultural Resources), the Records Search found that there was a risk to cultural resources and mitigation measures <b>MM CR-1</b> through <b>MM CR-3</b>, and <b>MM PALEO-1</b> are proposed to reduce impacts to <b>less than significant levels with mitigation</b>.</p>				
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 project, and the effects of probable future projects.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Response:</b>				
<p>The Project will contribute to the cumulative impacts of development in the City of Hemet and the broader San Jacinto Valley. However, the Project is in conformance with the City’s General Plan, and therefore, it will have a <b>less than significant</b> impact cumulatively.</p>				
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Response:</b>				
<p>Effects on human beings were evaluated as part of the Aesthetics, Air Quality, Energy, Greenhouse Gas Emissions, Hazards, and Hazardous Materials, Hydrology and Water Quality, Land Use/Planning, Population and Housing, Public Services, Recreation, and Utilities sections of this Initial Study and were found to be <b>less than significant</b> for each of the above sections. As well, effects on human beings were evaluated as part of the Geology and Soils, Noise, Transportation, and Wildfire sections of this Initial</p>				

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Study and were found to be <b>less than significant with mitigation</b>. Based on the analysis and conclusions in this Initial Study, the Project will not cause substantial adverse effects, directly or indirectly, to human beings. Therefore, potential direct and indirect impacts on human beings that result from the proposed Project are <b>less than significant with mitigation measures MM GEO-1, MM GEO-2, MM NOI-1 through MM NOI-8, and MM TRAF-1 – MM TRAF-4.</b></p>				

River Oaks Ranch II - AB 52 Consultation Log TTM-36889 & TTM-36890									
Salutation	First Name	Last Name	Title	Tribe Name	Street Address	City, ST Zip	Phone	Contact	Response
Mr.	Alicia	Benally	Cultural Resources Specialist	Morongo Band of Mission Indians	12700 Pumanra Road	Banning, CA 92220			The 30-day consultation period ended on March 30, 2019 with no response from this tribe.
Ms.	Anna	Hoover	Cultural Analyst, Pechanga Cultural Resources Department	Pechanga Band of Mission Indians	P.O. Box 2183	Temecula, CA 92583	(951) 770-8104		The 30-day consultation period ended on March 30, 2019 with no response from this tribe.
Mr.	Jim	McPherson	Manager, Rincon Cultural Resources Department	Rincon Band of Luiseño Indians	1 West Tribal Road	Valley Center, CA 92062	(760) 297-2635		The City received an e-mail from Destiny Colacho, RPA on April 5, 2019, requesting consultation. The city e-mailed Destiny Colacho on April 8, 2019 with some dates for consultation.
Mr.	Joseph	Ontiveros	Cultural Resource Director	Soboba Band of Luiseño	P.O. Box 487	San Jacinto, CA 92581	(951) 654-5544 ext.4137 (951) 663-5279 Cell	The City sent a letter on February 28, 2019, opening the 30-day consultation period.	The City received a letter on March 28, 2019, from Joseph Ontiveros requesting to initiate formal consultation. The City sent an e-mail to Joseph Ontiveros confirming their telephone conversation to implement the standard conditions per the Disposition Agreement.
Ms.	Jessica	Valdez	Assistant to the Cultural Resource Director	Soboba Band of Luiseño	P.O. Box 487	San Jacinto, CA 92581	(951) 654-5544 ext.4137		
Ms.	Patricia	Garcia	Director of Tribal Historic Preservation Office	Agua Caliente Band of Cahuilla Indians	5401 Dinah Shore Drive	Palm Springs, CA 92264	(760) 699-6907 P (760) 567-3761 C (760) 699-6924 F		The City received a letter on March 11, 2019 from Katie Croft deferring to both Soboba and Morongo. The letter concluded the consultation.
Mr.	Michael	Mirelez	Cultural Resource Coordinator	Torres Martinez Desert Cahuilla Indians	P.O. Box 1160	Thermal, CA 92274			The 30-day consultation period ended on March 30, 2019 with no response from this tribe.