APPENDIX H

MITIGATION MONITORING AND REPORTING PROGRAM FOR THE GENERAL PLAN 2030 ENVIRONMENTAL IMPACT REPORT

Appendix H
City of Hemet General Plan

MITIGATION MONITORING AND REPORTING PROGRAM FOR THE GENERAL PLAN 2030 FINAL ENVIRONMENTAL IMPACT REPORT

West Hemet

MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines. It provides for the monitoring of mitigation measures required of the City of Hemet General Plan Update (proposed project), as set forth in the Environmental Impact Report (EIR).

Section 21081.6 of the California Public Resources Code and Sections 15091(d) and 15097 of the State CEQA Guidelines require public agencies "to adopt a reporting or monitoring program for changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment." An MMRP is required for the proposed project because the EIR identified potentially significant adverse impacts, and identified mitigation measures to reduce some of those impacts to a less-than-significant level.

This MMRP will be adopted by the City Council when it approves the project.

This MMRP will be kept on file at the City of Hemet Planning Department, 445 East Florida Avenue, Hemet, CA 92543.

PURPOSE

This MMRP has been prepared to ensure that all required mitigation measures are implemented and completed according to schedule and maintained in a satisfactory manner throughout implementation of the General Plan. The MMRP may be modified by the City in response to changing conditions or circumstances. A summary table (attached) has been prepared to assist the responsible parties in implementing the MMRP. The table identifies individual mitigation measures, and for each measure identifies monitoring/mitigation timing, responsible persons/agencies, monitoring procedures, and a record of implementation of the mitigation measures. The numbering of mitigation measures follows the sequence established in the EIR.

ROLES AND RESPONSIBILITIES

Unless otherwise specified herein, the City of Hemet is responsible for taking all actions necessary to implement the mitigation measures according to the provided specifications and demonstrating that each action has been successfully completed. The City, at its discretion, may delegate implementation responsibility or portions thereof to a licensed contractor.

CHANGES TO MITIGATION MEASURES

Any substantive change to the MMRP shall be documented in writing. Modifications to the mitigation measures may be made by the City subject to one of the following findings and documented by evidence included in the record:

1. The mitigation measure included in the EIR and the MMRP is no longer required because the significant environmental impact identified in the EIR has been found not to exist, or to occur at a level which makes the impact less than significant as a result of changes in the project, changes in conditions of the environment, or other factors.

OR

2. The modified or substitute mitigation measure to be included in the MMRP provides a level of environmental protection equal to or greater than that afforded by the mitigation measure included in the EIR and the MMRP.

AND

3. The modified or substitute mitigation measures do not have significant adverse effects on the environment in addition to or greater than those which were considered by the City Council in its decisions regarding the EIR and the proposed project.

AND

4. The modified or substitute mitigation measures are feasible, and the City, through measures included in the MMRP or other established City procedures, can assure their implementation.

Findings and related documentation supporting the findings involving modifications to mitigation measures shall be maintained in the project file with the MMRP and shall be made available to the public upon request.

SUMMARY TABLE

The table that follows should guide the City in its evaluation and documentation of implementation of mitigation measures. The columns identified in the table are described below:

- **Mitigation Measure** – provides the text of the mitigation measures identified in the EIR.
- **Timing/Schedule** – identifies the time frame in which the mitigation will take place.
- **Implementation Responsibility** – identifies the entity responsible for complying with mitigation measure requirements.
- **Implementation and Verification** –These fields are to be completed as the MMRP is implemented. The "Action" column describes the type of action taken to verify implementation. The "Date Completed" column is to be dated and initialed by City staff based on the documentation provided by qualified contractors, or through personal verification.

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Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
4.3 AIR QUALITY				
Mitigation Measure 4.3-1a: Fugitive Dust Emissions. The City shall implement the following measures to reduce the amount of fugitive dust that is re-entrained into the atmosphere from parking lots and construction sites. ▸ Require the following measures to be taken during the construction of all projects to reduce the amount of dust and other sources of PM10, in accordance with SCAQMD Rule 403: o Dust suppression at construction sites using vegetation, surfactants, and other chemical stabilizers o Wheel washers for construction equipment o Watering down of all construction areas o Limit speeds at construction sites to 15 miles per hour o Cover aggregate or similar material during transportation of material o Adopt incentives, regulations, and/or procedures to reduce paved road dust emissions through targeted street sweeping of roads subject to high traffic levels and silt loadings.	Ongoing – Imposed prior to grading as Conditions of Approval and construction specifications	Engineering and Public Works Departments		
Mitigation Measure 4.3-1b: Reduce Emissions from Construction. The City shall require each project applicant, as a condition of project approval, to implement the following measures to reduce emissions from construction: ▸ Commercial electric power shall be provided to the project site in adequate capacity to avoid or minimize the use of portable gas-powered electric generators and equipment. ▸ Where feasible, equipment requiring the use of fossil fuels (e.g., diesel) shall be replaced or substituted with electrically driven equivalents (provided that they are not run via a portable generator set). ▸ To the extent feasible, alternative fuels and emission controls shall be used to further reduce exhaust emissions. ▸ On-site equipment shall not be left idling when not in use. ▸ The hours of operation of heavy-duty equipment and/or the amount of	Ongoing – imposed prior to construction as Conditions of Approval and construction specifications	Engineering and Building Departments		

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equipment in use at any one time shall be limited. ► Staging areas for heavy-duty construction equipment shall be located as far as possible from sensitive receptors. ► Before construction contracts are issued, the project applicants shall perform a review of new technology, in consultation with SCAQMD, as it relates to heavy-duty equipment, to determine what (if any) advances in emissions reductions are available for use and are economically feasible. Construction contract and bid specifications shall require contractors to utilize the available and economically feasible technology on an established percentage of the equipment fleet. It is anticipated that in the near future, both NO_X and PM_{10} control equipment will be available. ► Provide temporary traffic controls such as a flag person during all phases of construction to maintain smooth traffic flow. ► Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site. ► Reroute construction trucks away from congested streets or sensitive receptor areas. ► Appoint a construction relations officer to act as a community liaison concerning on-site construction activity, including resolution of issues related to PM_{10} generation. ► Improve traffic flow by signal synchronization, and ensure that all vehicles and equipment will be properly tuned and maintained according to manufactures' specifications. ► Use coatings and solvents with a VOC content lower than that required under AQMD Rule 1113. ► Construct or build with materials that do not require painting, or require the use of pre-painted construction materials where feasible. ► Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export). If the City determines that 2010 model year or newer diesel trucks cannot be obtained, the lead agency shall use trucks that meet EPA 2007 model year NO_x and PM emissions requirements. ► During project construction, all internal combustion engines or construction equipment operating on the project site shall meet EPA-Certified Tier 2				

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emissions standards or higher. A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization for each applicable unit of equipment. ► Encourage construction contractors to apply for AQMD "SOON" funds.				
Mitigation Measure 4.3-1c: Two-Stroke Engines. The City shall distribute public information regarding the polluting impacts of two-stroke engines and the common types of machinery with two-stroke engines.	Ongoing	Building Department		
Mitigation Measure 4.3-1d: Implement the Air Quality Management Plan. The City shall work with SCAQMD and SCAG to implement the AQMP and meet all federal and state air quality standards for pollutants. The City shall participate in any future amendments and updates to the AQMP. The City shall also implement, review, and interpret the proposed General Plan and future discretionary projects in a manner consistent with the AQMP to meet standards and reduce overall emissions from mobile and stationary sources.	Ongoing – at the time of project review	Planning Department		
Mitigation Measure 4.3-1e: Reduce Exposure of Sensitive Receptors. The City shall implement the following measures to minimize exposure of sensitive receptors and sites to health risks related to air pollution: ► Encourage the applicants for sensitive land uses to incorporate design features (e.g., pollution prevention, pollution reduction, barriers, landscaping, ventilation systems, or other measures) in the planning process to minimize the potential impacts of air pollution on sensitive receptors. ► Activities involving idling trucks shall be oriented as far away from and downwind of existing or proposed sensitive receptors as feasible. Strategies shall be incorporated to reduce the idling time of diesel engines through alternative technologies such as IdleAire, electrification of truck parking, and alternative energy sources for TRUs to allow diesel engines to be completely turned off.	Ongoing – at the time of project review	Planning Department and Public Works Department		
Mitigation Measure 4.3-4a: Local Significance Thresholds and Dispersion Modeling For new discretionary projects of 5 acres or less, the City shall require air quality analysis to use SCAQMD's Local Significance Threshold (LST) methodology to	Ongoing – at the time of project review	Planning Department		

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evaluate air quality impacts. For discretionary projects that are larger than 5 acres, the City shall require dispersion modeling to identify localized air quality impacts, potential for impacts on nearby sensitive receptors, and binding mitigation to avoid or reduce potentially significant impacts.				
Mitigation Measure 4.3-4b: Avoid siting new sensitive receptors within buffers recommended by ARB. The City shall require disclosure of health risks for all other new sensitive uses proposed within distances recommended within the *Air Quality and Land Use Handbook* (ARB 2005). To the extent feasible, the City shall prohibit the placement of new schools, parks, day care centers, adult day care facilities, community centers, and libraries within buffers recommended within the *Air Quality and Land Use Handbook* (ARB 2005).	Ongoing – at the time of project review	Planning Department		
4.7 GREENHOUSE GAS EMISSIONS				
Mitigation Measure 4.7-1: Reduce Construction-based GHG Emissions To further reduce construction GHG emissions, projects consistent with the Draft General Plan seeking discretionary approval from the City shall implement all feasible measures for reducing construction GHG emissions recommended by the City and/or SCAQMD at the time individual portions of the site undergo construction. Prior to releasing bid requests to contractors for projects consistent with the Draft General Plan seeking discretionary approval from the City, the project applicant(s) shall obtain the most current list of GHG reduction measures recommended by the City and stipulate that these measures be implemented in the respective request for bid, as well as the subsequent construction contract. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process. The City's recommended measures for reducing construction GHG emissions at the time of writing this EIR are listed below. This list will be updated as new technologies or methods become available. The project applicant(s) shall, at a minimum, be required to implement the following: ► Improve fuel efficiency of construction equipment: • reduce unnecessary idling (modify work practices, install auxiliary power	Ongoing – imposed as Conditions of Approval and construction specifications	Planning Department, Engineering Department, and Public Works Department		

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for driver comfort); • perform equipment maintenance (inspections, detect failures early, corrections); • train equipment operators in proper use of equipment; • use the proper size of equipment for the job; and • use equipment with new technologies (repowered engines, electric drive trains). ► Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power. ► Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. Emissions of oxides of nitrogen [NO_X] from the use of low carbon fuel must be reviewed and increases mitigated. Additional information about low-carbon fuels is available from ARB's Low Carbon Fuel Standard Program (ARB 2010g). ► Encourage and provide carpools, shuttle vans, transit passes, and/or secure bicycle parking for construction workers. ► Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones. ► Recycle or salvage nonhazardous construction and demolition debris (goal of at least 75% by weight). ► Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials, and based on volume for roadway, parking lot, sidewalk, and curb materials). ► Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option. ► Produce concrete on-site if determined to be less emissive than transporting ready mix. ► Use EPA-certified SmartWay trucks for deliveries and equipment transport. Additional information about the SmartWay Transport Partnership Program is available from ARB's Heavy-Duty Vehicle Greenhouse Gas Measure (ARB 2010h) and EPA (EPA 2010f).				

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► Develop a plan to efficiently use water for adequate dust control. This may include the use of nonpotable water from a local source. The project applicant(s) for any particular discretionary project may submit to the City a report that substantiates why specific measures are considered infeasible for construction of that particular discretionary project and/or at that point in time.				
Mitigation Measure 4.7-2: Early Actions to Reduce Land Use-based GHG Emissions Implementation Program OS-P-34 requires the City to develop and adopt a CAP. The CAP will contain GHG emission reduction policies and measures to achieve communitywide GHG reductions to 6.6 MT CO2e/SP/yr by 2020 and 4.9 MT CO2e/SP/yr by 2030. The City intends to design the CAP to function as a Plan for the Reduction of GHG Emissions, as defined in the State CEQA Guidelines (Section 15183.5). Until a CAP is adopted and before granting approvals for development projects that are: 1) subject to a Specific Plan, or 2) considered projects of statewide, regional, or areawide significance (as defined by the CEQA Guidelines) ("covered development projects"), the City shall take the steps set forth below: (a) City staff shall formulate proposed measures necessary for the project that demonstrate the ability to meet any applicable GHG reduction targets adopted by ARB or SCAQMD at the time of application. These measures may include but are not limited to the following; (1) assess the project's VMT and formulate proposed measures that would reduce the project's VMT; (2) assess the transit needs of the project and identify the project's proposed fair share of the cost of meeting such needs; (3) assess the project's estimated energy consumption, and identify proposed measures to ensure that the project conserves energy and uses energy efficiently; (4) formulate proposed measures to ensure that City services and infrastructure are in place or will be in place prior to the issuance of new entitlements for the project or will be available at the time of development; and (5) formulate proposed measures to ensure that the project is configured to	Ongoing – at the time of project review	Planning Department and Engineering Department		

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allow the entire development to be internally accessible by alternative modes of transportation. (b) In conjunction with the public hearing on the project, the City Council shall review and consider the studies and recommendations of City staff required by paragraph (a). (c) The City Council shall consider the feasibility of imposing conditions of approval, including mitigation measures pursuant to CEQA, based on the studies and recommendations of City staff prepared pursuant to paragraph (a) for each covered development project. (d) The City Council shall consider including in any development approvals, or development agreements, that the City grants or enters into during the time the City is developing the CAP, a requirement that all such approvals and development agreements shall be subject to ordinances and enactments adopted after the effective date of any approvals of such projects or corresponding development agreements, where such ordinances and enactments are directed by the CAP. (e) The City shall complete the process described in paragraphs (a) through (d) above (hereinafter, "Climate Impact Study Process") prior to the first discretionary approval for a covered development project.				
4.11 NOISE				
Mitigation Measure 4.11-5: Construction-Induced Vibration. Where necessary to reduce potentially significant impacts, the City shall implement or require implementation of the following construction measures through contract provisions and/or conditions of approval as appropriate: ► Utilize alternative installation methods where possible (e.g., pile cushioning, jetting, pre-drilling, cast-in-place systems, resonance-free vibratory pile drivers) for pile driving required within a 50-foot radius of historic structures. Specifically, geo-pier style cast-in-place systems or equivalent shall be used where feasible as an alternative to pile driving to reduce the number and amplitude of impacts required for seating the pile. ► Record, in the form of a preconstruction survey, the preexisting condition of all buildings within a 50-foot radius and of historic buildings within the immediate vicinity of proposed construction activities. The preconstruction	Ongoing – imposed as Conditions of Approval and construction specifications	Planning Department, Building Department, and Engineering Department		

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survey shall determine conditions that exist before construction begins for use in evaluating damage caused by construction activities. Fixtures and finishes within a 50-foot radius of construction activities susceptible to damage shall be documented (photographically and in writing) prior to construction. All damage shall be repaired back to its preexisting condition. ► Conduct vibration monitoring prior to and during pile driving operations occurring within 100 feet of the historic structures. Every attempt shall be made to limit construction-generated vibration levels in accordance with Caltrans recommendations during pile driving and impact activities in the vicinity of the historic structures. ► Provide protective coverings or temporary shoring of on-site or adjacent historic features as necessary, in consultation with the City Building Department.				