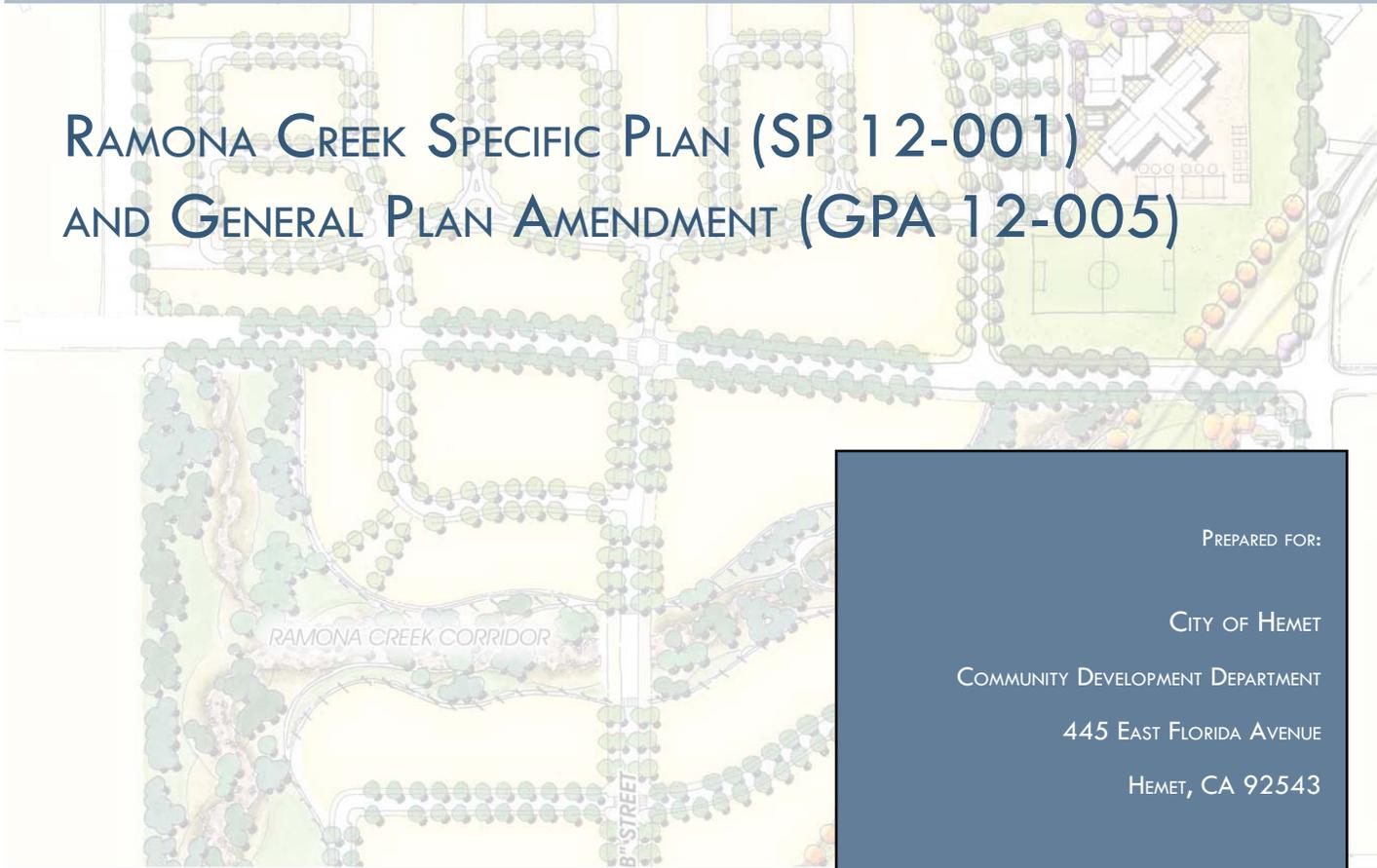


**PUBLIC REVIEW  
FINAL ENVIRONMENTAL IMPACT REPORT**

**RAMONA CREEK SPECIFIC PLAN (SP 12-001)  
AND GENERAL PLAN AMENDMENT (GPA 12-005)**



PREPARED FOR:

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### APPENDICES

Appendix A: Comment Letters and April 1, 2014 Planning Commission Hearing Minutes

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# I. INTRODUCTION

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## A. INTRODUCTION

Before approving a project, the California Environmental Quality Act (CEQA) requires the lead agency to prepare and certify a Final Environmental Impact Report (Final EIR). The contents of a Final EIR are specified in Section 15132 of the CEQA Guidelines, as follows:

*The Final EIR shall consist of:*

- (a) The Draft EIR or a revision of the Draft.*
- (b) Comments and recommendations received on the Revised Draft EIR either verbatim or in summary.*
- (c) A list of persons, organizations, and public agencies commenting on the Revised Draft EIR.*
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.*
- (e) Any other information added by the lead agency.*

The lead agency must provide each agency that commented on the Draft EIR with a copy of the lead agency's proposed response at least 10 days before certifying the Final EIR.

## B. BACKGROUND

The Draft EIR for the Project was circulated for a 45-day public review period from March 21, 2014 to May 5, 2014. Several comment letters were submitted on the Draft EIR to the City and are included in Appendix A. Responses to all comments received are provided in Section III of the Final EIR.

## C. ORGANIZATION OF FINAL EIR

Together with the Draft EIR, this document constitutes the Final EIR for the Project and includes the following sections:

**Section I. Introduction:** This section provides an introduction to the Final EIR.

**Section II. List of Commenters:** This section includes a list of the persons and agencies that submitted comments on the Draft EIR.

**Section III. Responses to Comments:** This section includes responses to each of the comments submitted by persons and agencies listed in Section II.

**Section IV. Corrections and Additions to the Draft EIR:** This section provides corrections and additions to the Draft EIR, based on comments received during and after the public review period and based on staff-initiated text changes.

**Section V. Mitigation Monitoring and Reporting Plan:** This section includes all of the mitigation measures identified to reduce or avoid environmental impacts of the project and notes the monitoring phase, the enforcement phase, and the applicable department or agency responsible for ensuring that each mitigation measure is implemented.

**Appendices:** The appendices to this document include copies of all the comments received on the Draft EIR.

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## **III. RESPONSES TO COMMENTS**

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### **INTRODUCTION**

This section contains written responses to each of the comments on the Draft EIR received during the public review period. All comments on the Draft EIR are included in Appendix A to this document and are organized in alphabetical order by last name of the agency/organization. Corrections and additions to the Draft EIR resulting from comments and responses to comments are presented in Section IV (Corrections and Additions) of the Final EIR.

### **RESPONSES TO COMMENTS**

#### ***Comment Letter: Airport Land Use Commission – Riverside County (ALUC)***

##### *Response to Comment ALUC-1*

The comment letter notes that the Project is within Airport Area III of the Hemet –Ryan Airport Influence Area and requires a consistency review by the Airport Land Use Commission (ALUC). It is acknowledged that the ALUC conducted a hearing for the Project on May 8, 2014 at which the Project was found to be consistent with Hemet-Ryan Airport Comprehensive Land Use Plan, subject to conditions of approval. The adopted conditions have subsequently been incorporated into the proposed Specific Plan and/or the conditions for the proposed Tentative Tract Map 36510, as appropriate. The Project has also received a “Determination of No Hazard to Air Navigation” from the Federal Aviation Administration, issued on May 16, 2014, regarding the height of structures proposed associated with the Specific Plan. The determination expires on November 16, 2015 unless construction has started or the determination is extended. In addition, the Draft EIR on page IV.I-6 in Section IV.I (Hazards and Hazardous Materials) contains various standard mitigation measures that have been applied to the Project to ensure that any potential impacts to the airport operations as a result of the Project are reduced to a less than significant level.

#### ***Comment Letter: Hemet Unified School District (HUSD)***

##### *Response to Comment HUSD-1*

This comment includes a summary of the Project and acknowledges the City and Applicant’s coordination efforts with HUSD, including the potential location of a 12-acre elementary school site at the Project site under the “School Overlay” alternative. HUSD also notes the current rate of school mitigation fees as adopted by the school district. No changes to the Draft EIR or further responses are required as a result of the comments presented.

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**Comment Letter: Pechanga Band of Luiseno Mission Indians***Response to Comment Pechanga-1*

As requested by the commenter, Mitigation Measures F-1, F-3, and F-4 from the Draft EIR and repeated in the comment have been revised as shown below (also, refer to Section IV [Changes and Additions to the Draft EIR] and Section V [Mitigation Monitoring and Reporting Plan]). The revised mitigation measures also incorporate modifications as requested by the Soboba Band of Luiseno Indians in their comment letter received on the Draft EIR, which is addressed separately in this document.

- F-1: Prior to beginning project construction, the Project Developer(s) shall retain an City of Hemet-approved archaeological monitor to monitor all ground-disturbing activities, including off-site grading, in an effort to identify any unknown archaeological resources. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation in consultation with the appropriate local ~~Tribe or Band~~ Soboba Band or Pechanga Tribe, in accordance with the Treatment and Monitoring Agreement required in Mitigation Measure F-2.
- F-3: Prior to beginning project construction, the project archaeologist shall file a pre-grading report with the City (if required) to document the proposed methodology for grading activity observation. Said methodology shall include the requirement for a qualified archaeological monitor to be present and to have the authority to stop and redirect grading activities. In accordance with the agreement required in Mitigation Measure F-2, the archaeological monitor's authority to stop and redirect grading shall be exercised in consultation with the appropriate local ~~Tribe or Band~~ Soboba Band or Pechanga Tribe in order to evaluate the significance of any archaeological resources discovered on the property. ~~Tribe or Band~~ Soboba Band or Pechanga Tribe monitors shall be allowed to monitor all on-site and off-site grading, excavation, and groundbreaking activities, and shall also have the authority to stop and redirect grading activities in consultation with the project archaeologist. The archaeologist shall also be responsible for a post-grading monitoring report to be submitted to the City, the Project Developer(s), the Eastern Information Center, and the Pechanga Tribe ~~or~~ and the Soboba Band of Luiseno Indians no later than 45 days after completion of all monitoring activities.
- F-4: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts that are found on the project area to the appropriate local ~~Tribe or Band~~ Soboba Band or Pechanga Tribe for proper treatment and disposition as outlined in the Treatment and Monitoring Agreement required in Mitigation Measure F-2.

***Comment Letter: Riverside County Flood Control District (RCFCD)****Response to Comment RCFCD-1*

This comment is a checklist of requirements related to the Project's drainage infrastructure as related to RCFCD and does not include any statements about Project impacts or the Draft EIR. The RCFCD's requirements have been taken into consideration in the design of the drainage system and infrastructure for the Project. No changes to the Draft EIR or further responses are required as a result of the comments presented.

***Comment Letter: Riverside Transit Agency (RTA)****Response to Comment RTA-1*

As recommended by the RTA, the Project and the proposed Specific Plan have been modified to include development of a bus stop along Florida Avenue, on the west side of A Street (refer to Section IV [Changes and Additions to the Draft EIR] and revised Figure III-5 [Mobility Plan] included on page IV-12 of this document). The comment includes design recommendations for the bus stop, which will be incorporated into the design of the Florida Avenue roadway improvements to be constructed by the Project developer.

***Comment Letter: City of San Jacinto****Response to Comment City of San Jacinto-1*

The traffic analysis prepared for the Project (refer to Section IV.O [Transportation/Traffic] and Appendix IV.O [Traffic Impact Analysis] of the Draft EIR) analyzed potential Project impacts to 52 study intersections and 74 roadway segments, based on the Project's traffic distribution. These study intersections and roadway segments included facilities under jurisdiction (or in part) of the City of San Jacinto (i.e., Intersections: 5: Warren Road/Ramona Expressway, 6: Warren Road/Cottonwood Avenue, 7: Warren Road/7<sup>th</sup> Street, and 8: Warren Road/Esplanade Avenue [refer to Table IV.O-1 on page IV.O-2]. Segments: 1: Warren Road, south of Ramona Expressway, 2: Warren Road, north of Cottonwood Avenue, 3: Warren Road, south of Cottonwood Avenue, 4: Warren Road, North of Esplanade Avenue, and 33: Ramona Expressway west of Warren Road [refer to Table IV.O-2 on page IV.O-6].)

Consistent with the CEQA Guidelines, Project-specific direct impacts were identified by providing a comparison of the Project's traffic contribution against the existing baseline, as represented under the Existing (2012) With-Project Conditions. Additionally, the Project's contribution toward potential significant cumulative traffic impacts was also determined for the Near-Term (2015) and General Plan Cumulative Buildout (Post-2035) Conditions. The traffic analysis prepared for the Project determined that the Project's traffic would not cause any significant impacts at any of the study intersections or roadway segments under jurisdiction (or in part) of the City of San Jacinto under the Existing (2013) With-Project

Conditions. The same is true for roadway segments under the Near-Term (2015) With-Project Conditions. As such, no Project-specific mitigation is required for the roadway segments and intersections of Warren Road and Esplanade Avenue in San Jacinto, as requested in the City of San Jacinto's comment letter.

The traffic analysis determined that the Project's traffic, along with traffic associated with general growth in the region and other reasonably foreseeable development in the Project area, including the build-out of several approved subdivisions and projects located in the City of San Jacinto, would contribute to cumulative impacts at San Jacinto study intersections 5 and 8 under the Near-Term (2015) With-Project Conditions and at San Jacinto study intersections 6, 7, and 8 under the General Plan Cumulative Buildout (Post-2035) With-Project Conditions. The Project would contribute to cumulative impacts at San Jacinto study roadway segment 4 only under the General Plan Cumulative Buildout (Post-2035) With-Project Conditions. It is important to note, however, that significant impacts would occur at these study intersections and roadway segment without the addition of Project traffic, as well. Because the Project would contribute to a portion of the cumulative impacts identified at these study intersections and roadway segments, the Project Applicant is required to pay its fair-share contribution toward the TUMF and DIF roadway improvements identified on Table IV.O-20 on page IV.O-140 of the Draft EIR.

The improvements recommended by the City of San Jacinto are generally consistent with the improvements identified on Table IV.O-20 required for cumulative traffic conditions identified for Warren Road and Esplanade Avenue, west of Sanderson Avenue. Therefore, consistent with CEQA guidance and common practice, the Project's proportional share of the necessary cumulative traffic improvements throughout the study area are addressed through a combination of fee payments and fair-share contributions, not Project construction of these off-site improvements. Based on the results of the traffic study for the Project that has been prepared in accordance with CEQA Guidelines and traffic engineering industry standards, there is not a sufficient nexus to require the Project to construct the identified improvements in the City of San Jacinto that are needed to serve area wide cumulative traffic growth. The purpose of the adopted regional and local transportation fee programs is to provide a mechanism to allow individual projects to pay their fair-share proportion towards cumulative transportation improvements.

***Comment Letter: California State Clearinghouse (SCH)***

*Response to Comment SCH-1*

This comment is the SCH stating that the City has complied with SCH's review requirements for the Draft EIR and that no comments from state agencies were submitted regarding the Draft EIR. Therefore, no further responses are required to address this comment.

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**Comment Letter: Southern California Edison (SCE)***Response to Comment SCE-1*

As requested by the commenter, the first sentence of the second paragraph on page IV.P-35 in Section IV.P (Utilities and Service Systems) has been removed from the Draft EIR as follows (refer to Section IV [Corrections and Additions to the Draft EIR]):

~~Per the City's General Plan, SCE also recognizes that high voltage overhead lines are generally considered to have negative visual impacts; therefore, SCE participates with efforts to underground regular overhead utility lines.~~

**Comment Letter: Soboba Band of Luiseno Indians***Response to Comment Soboba-1*

This comment requests avoidance of all known cultural resources within the Project area. The commenter is referred to page IV.F-6 in Section IV.F (Cultural Resources) that states following:

*The field survey performed by Discovery Works in December of 2006 yielded no surface indications of historic or prehistoric archaeological sites. However, the lack of surface evidence of archaeological resources does not preclude their subsurface existence. During the field survey, a potential prehistoric artifact was found within the Project site. The artifact appeared to be a hand grinding stone fragment.*

*The soils within the Project site have been extensively modified due to historic and modern-era agricultural activities. However, in consideration of the past site activities and based on the known ethnographic and historic information for the region and the potential for finding buried remains in alluvium deposits, there is a possibility that archaeological resources could be unearthed during excavation and grading activities. Additionally, the northern boundary of the Project site is located adjacent to the foothills of the Tres Cerritos Foothills, which are known for their cultural resource sensitivity. Thus, given the potential to unearth archaeological resources at the Project site during excavation and grading activities, Mitigation Measures F-1 through F-6 would be required for all development under the Project that includes ground-disturbing activities. With implementation of these mitigation measures, no significant impacts related to archaeological resources would occur.*

*Response to Comment Soboba-2*

As requested by the commenter, Mitigation Measure F-1 identified in the Draft EIR will be revised as shown below to name the Soboba Band or the Pechanga Tribe in lieu of “the appropriate local Tribe or Band” (refer to Response to Comment Pechanga-1, Section IV [Corrections and Additions], and Section

V [Mitigation Monitoring and Reporting Plan]). Mitigation Measure F-1 will now require the Project archaeologist to consult with Soboba Band or Pechanga Tribe, and Mitigation Measure F-2 identified in the Draft EIR includes the Native American monitoring requested by the commenter.

- F-1: Prior to beginning project construction, the Project Developer(s) shall retain an City of Hemet-approved archaeological monitor to monitor all ground-disturbing activities, including off-site grading, in an effort to identify any unknown archaeological resources. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation in consultation with the appropriate local ~~Tribe or Band~~ Soboba Band or Pechanga Tribe, in accordance with the Treatment and Monitoring Agreement required in Mitigation Measure F-2.

*Response to Comment Soboba-3*

No additional archaeological fieldwork is anticipated prior to Project grading. Mitigation Measure F-1 requires the Project Developer to enter into a Treatment and Monitoring Agreement with the Soboba Band or the Pechanga Tribe to ensure appropriate monitoring prior to the initiation of construction activity, including the authority to stop or redirect the grading operations.

*Response to Comment Soboba-4*

As requested by the commenter, Mitigation Measures F-2 through F-4 and Mitigation Measure F-6 identified in the Draft EIR will be revised as follows to name the Soboba Band or the Pechanga Tribe in lieu of “the appropriate local Tribe or Band” (refer to Response to Comment Pechanga-1, Section IV [Corrections and Additions], and Section V [Mitigation Monitoring and Reporting Plan]):

- F-2: At least 30 days prior to beginning project construction, the Project Developer(s) shall contact the appropriate local ~~Tribe or Band~~ Soboba Band or Pechanga Tribe to notify them of grading, excavation, and the monitoring program, and to coordinate with the City and ~~the Tribe or Band~~ Soboba Band or Pechanga Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of ~~Native American Tribal or Band~~ Soboba Band or Pechanga Tribe monitors during on-site and off-site grading, excavation, and ground disturbing activities; project grading and development scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.
- F-3: Prior to beginning project construction, the project archaeologist shall file a pre-grading report with the City (if required) to document the proposed methodology for grading activity observation. Said methodology shall include the requirement for a qualified archaeological monitor to be present and to have the authority to stop and redirect

grading activities. In accordance with the agreement required in Mitigation Measure F-2, the archaeological monitor's authority to stop and redirect grading shall be exercised in consultation with the appropriate local ~~Tribe or Band~~ Soboba Band or Pechanga Tribe in order to evaluate the significance of any archaeological resources discovered on the property. ~~Tribe or Band~~ Soboba Band or Pechanga Tribe monitors shall be allowed to monitor all on-site and off-site grading, excavation, and groundbreaking activities, and shall also have the authority to stop and redirect grading activities in consultation with the project archaeologist. The archaeologist shall also be responsible for a post-grading monitoring report to be submitted to the City, the Project Developer(s), the Eastern Information Center, and the Pechanga Tribe ~~or~~ and the Soboba Band of Luiseno Indians no later than 45 days after completion of all monitoring activities.

- F-4: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts that are found on the project area to the appropriate local ~~Tribe or Band~~ Soboba Band or Pechanga Tribe for proper treatment and disposition as outlined in the Treatment and Monitoring Agreement required in Mitigation Measure F-2.
- F-6: If inadvertent discoveries of subsurface archaeological resources are discovered during grading, the Project Developer(s), the project archaeologist, and the appropriate local ~~Tribe or Band~~ Soboba Band or Pechanga Tribe shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. If the Project Developer(s) and the ~~Tribe or Band~~ Soboba Band or Pechanga Tribe cannot agree on the significance or the mitigation for such resources, these issues shall be presented to the City's Community Development Director for decision. The City shall make the determination based on the provisions of CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the ~~Tribe or Band~~ Soboba Band or Pechanga Tribe.

#### *Response to Comment Soboba-5*

The City and Applicant agree with the commenter that the treatment and disposition of cultural items will be outlined in the established Treatment and Dispositions Agreement that will be in place between the tribe and developer prior to grading.

#### *Response to Comment Soboba-6*

As requested by the commenter, Mitigation Measures F-1 through F-4 and Mitigation Measure F-6 identified in the Draft EIR have been revised to name the Soboba Band or the Pechanga Tribe in lieu of "the appropriate local Tribe or Band."

*Response to Comment Soboba-7*

Both the Soboba Band and the Pechanga Tribe have responded to the SB 18 notice, and a determination has not been made for this Project site. Mitigation Measures F-1 through F-4 and Mitigation Measure F-6 identified in the Draft EIR have been revised to name the Soboba Band or the Pechanga Tribe in lieu of “the appropriate local Tribe or Band” to ensure appropriate monitoring for inadvertent discoveries.

*Response to Comment Soboba-8*

The authority and identification of the Tribal Monitor will be further refined in the terms of the Treatment and Monitoring Agreement entered into between the Tribal Monitor and the Project Developer prior to grading activities.

*Response to Comment Soboba-9*

Mitigation Measure F-3 has been modified to require the post-grading monitoring report to be submitted to both the Soboba Band and the Pechanga Tribe within 45 days of the completion of the monitoring activities onsite. All requests for copies of cultural resources information can be further delineated in the terms of the Treatment and Monitoring Agreement between the Tribal Monitor and the Project Developer.

*Response to Comment Soboba-10*

Both the Soboba Band and the Pechanga Tribe have responded to the SB 18 notice, and a determination has not been made for this Project site. Mitigation Measures F-1 through F-4 and Mitigation Measure F-6 identified in the Draft EIR have been revised to name the Soboba Band or the Pechanga Tribe in lieu of “the appropriate local Tribe or Band” to ensure appropriate monitoring for inadvertent discoveries. Ownership of all cultural objects for proper treatment and disposition will be addressed in the terms of the Treatment and Monitoring Agreement between the Tribal Monitor and the Project Developer.

***Planning Commission Minutes (April 1, 2014)***

In addition to the comment letters referenced above, the Planning Commission held a noticed public hearing on April 1, 2014 where the hearing was opened to accept public testimony regarding the Project and the Draft EIR during the 45-day comment period for the Draft EIR. The minutes of the meeting are provided in Appendix A and reflect comments about the Project and questions about the merits and features of the Project by the Commission and the public. Responses to questions and comments about Project details were provided at the hearing. No comments or questions were submitted at the hearing about the Draft EIR. The Planning Commission Hearing Minutes from April 1, 2014 will be forwarded to the decision makers as part of the public record for the Project.

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## IV. CORRECTIONS AND ADDITIONS TO THE DRAFT EIR

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### INTRODUCTION

This section presents corrections and additions that have been made to the text of the Draft EIR. These changes include revisions resulting from responses to comments and staff-initiated text changes to provide clarifications to the project description and analysis and to correct non-substantive errors. The revisions are organized by section and page number as they appear in the Draft EIR. Text deleted from the Draft EIR is shown in ~~strike through~~, and new text is underlined. For corrections resulting from a response to a comment on the documents, references in parentheses refer to the comment letter and comment number.

#### I. INTRODUCTION

During preparation of the Final EIR and the Findings for the Project, a clerical error was noted that does not change the analysis in the Draft EIR or impact conclusion. The text on Table I-1 on page I-7 has been revised as follows (staff-initiated text change):

<b>Light and Glare</b>		
<p><u>With implementation of Mitigation Measure B-1, The</u>the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, and impacts would be less than significant</p>	<p><del>No mitigation measures are required.</del>  <u>B-1: Prior to the approval of a Street Improvement Plan for residential or commercial development, the Project applicant shall submit a street lighting plan for review and approval by the Department of Public Works. The plan shall include the amount, location, height, and intensity of street lighting limited to the minimum necessary for public safety in order to reduce potential for light and glare and incidental spillover into adjacent properties and/or roadways.</u></p>	<p>Less than significant</p>

Although implementation of SCAQMD’s standard measures is required, for purposes of clarification and reference, these standard measures have been added to Table I-1 on page I-8 (staff-initiated text change):

<b>Localized Construction Emissions</b>		
<p>Emissions during construction activity would exceed the SCAQMD’s localized significance thresholds for PM<sub>10</sub> and PM<sub>2.5</sub>.</p>	<p>D-3. During any construction activities, active heavy-duty construction equipment shall be located at least 100 feet away from sensitive receptors (including on-site and off-site residences and schools).</p>	<p>Less than significant</p>

	<p><b><u>SCAQMD Standard Construction BMPs</u></b></p> <p><u>D-4: Water or a stabilizing agent shall be applied to exposed surfaces at least three times per day to prevent generation of dust plumes.</u></p> <p><u>D-5: The construction contractor shall utilize at least one of the following measures at each vehicle egress from the project site to a paved public road:</u></p> <ul style="list-style-type: none"> <li>• <u>Install a pad consisting of washed gravel maintained in clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long;</u></li> <li>• <u>Pave the surface extending at least 100 feet and at least 20 feet wide;</u></li> <li>• <u>Utilize a wheel shaker/wheel spreading device consisting of raised dividers at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages; or</u></li> <li>• <u>Install a wheel washing system to remove bulk material from tires and vehicle undercarriages.</u></li> </ul> <p><u>D-6: All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).</u></p> <p><u>D-7: Construction activity on unpaved surfaces shall be suspended when wind speed exceed 25 miles per hour (such as instantaneous gusts).</u></p> <p><u>D-8: Ground cover in disturbed areas shall be replaced</u></p>	
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	<p><u>as quickly as possible.</u></p> <p><u>D-9: Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).</u></p> <p><u>D-10: Traffic speeds on all unpaved roads to be reduced to 15 mph or less.</u></p> <p><u>D-11: Sweep streets at the end of the day if visible soil is carried onto adjacent public paved roads. If feasible, use water sweepers with reclaimed water.</u></p> <p><u>D-12: Heavy-duty equipment operations shall be suspended during first and second stage smog alerts.</u></p> <p><u>D-13: Equipment and vehicle engines shall be maintained in good condition and in proper tune per manufacturers' specifications.</u></p> <p><u>D-14: All diesel-powered off-road construction equipment greater than 50 horsepower shall meet USEPA Tier 4 or higher emissions standards. In addition, all construction equipment shall be outfitted with best available control technology (BACT) devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a CARB-defined Level 3 diesel emissions control strategy for a similarly sized engine.</u></p> <p><u>D-15: All diesel-powered construction equipment shall use CARB Level 2 or higher diesel particulate filters.</u></p> <p><u>D-16: Electricity shall be utilized from power supply sources rather than temporary gasoline or diesel</u></p>	
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	<p>power generators, as feasible.</p> <p><u>D-17: Heavy-duty trucks shall be prohibited from idling in excess of five minutes, both on- and off-site.</u></p> <p><b><u>PDFs</u></b></p> <p><b><u>D-18: 4.3.1 Building Materials</u></b></p> <ul style="list-style-type: none"> <li>• <u>Architectural paints and coatings shall comply with VOC limits identified in the CalGreen Code (required).</u></li> <li>• <u>Prefinished building materials that do not require additional painting or staining should be utilized when possible as discussed in Section A4.405, Material Sources, of the CalGreen Code (suggested).</u></li> <li>• <u>Insulation with at least 75 percent recycled content on the aggregate, such as cellulose, newspaper, or recycled cotton (suggested).</u></li> </ul> <p><b><u>D-19: 4.3.2. Indoor/Outdoor Air Quality</u></b></p> <ul style="list-style-type: none"> <li>• <u>Outdoor electrical outlets for electric outdoor equipment.</u></li> <li>• <u>Pre-wiring electric vehicle plug-in stations as part of surface or indoor parking lot.</u></li> <li>• <u>Flooring and insulation products that are low emitters of volatile organic compounds (VOC) and formaldehyde (required).</u></li> <li>• <u>Low- and zero- VOC paints, finishes, adhesives, caulks, and other substances to improve indoor air quality and avoid harmful health effects of off-gassing (required).</u></li> <li>• <u>Natural gas fireplaces to minimize smoke and pollutants from wood burning fireplaces (e.g. CO, NO and VOCs)(required).</u></li> <li>• <u>Construction equipment shall be properly maintained and serviced to minimize construction related exhaust emissions</u></li> </ul>	
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	<p>(required).</p> <ul style="list-style-type: none"> <li>Smoking shall be prohibited in nonresidential buildings and within 25 feet of nonresidential building entries, outdoor air intakes, and operable windows per Section 5.504, Pollution Control, of the CalGreen Code (required).</li> </ul>	
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The text on Table I-1 on page I-14 has been revised as following (Responses to Comments Pechanga-1, Soboba-2, and Soboba-4):

<b>Archaeological Resources</b>		
<p>Based on the known ethnographic and historic information for the region, the potential for finding buried remains in alluvium deposits, and the site’s location adjacent to the foothills of the Tres Cerritos Foothills, there is a possibility that archaeological resources could be unearthed during excavation and grading activities.</p>	<p>F-1: Prior to beginning project construction, the Project Developer(s) shall retain an <u>City of Hemet-approved</u> archaeological monitor to monitor all ground-disturbing activities, including off-site grading, in an effort to identify any unknown archaeological resources. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation in consultation with the appropriate local <del>Tribe or Band</del> <u>Soboba Band or Pechanga Tribe</u>, in accordance with the Treatment and Monitoring Agreement required in Mitigation Measure F-2.</p> <p>F-2: At least 30 days prior to beginning project construction, the Project Developer(s) shall contact the appropriate local <del>Tribe or Band</del> <u>Soboba Band or Pechanga Tribe</u> to notify them of grading, excavation, and the monitoring program, and to coordinate with the City and the <del>Tribe or Band</del> <u>Soboba Band or Pechanga Tribe</u> to develop a Cultural Resources Treatment and Monitoring Agreement. The Agreement shall address the treatment of known</p>	<p>Less than significant</p>

	<p>cultural resources, the designation, responsibilities, and participation of <del>Native American Tribal or Band</del> <u>Soboba Band or Pechanga Tribe</u> monitors during on-site and off-site grading, excavation, and ground disturbing activities; project grading and development scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.</p> <p>F-3: Prior to beginning project construction, the project archaeologist shall file a pre-grading report with the City (if required) to document the proposed methodology for grading activity observation. Said methodology shall include the requirement for a qualified archaeological monitor to be present and to have the authority to stop and redirect grading activities. In accordance with the agreement required in Mitigation Measure F-2, the archaeological monitor's authority to stop and redirect grading shall be exercised in consultation with the appropriate local <del>Tribe or Band</del> <u>Soboba Band or Pechanga Tribe</u> in order to evaluate the significance of any archaeological resources discovered on the property. <del>Tribe or Band</del> <u>Soboba Band or Pechanga Tribe</u> monitors shall be allowed to monitor all on-site and off-site grading, excavation, and groundbreaking activities, and shall also have the authority to stop and redirect grading activities in consultation with the project archaeologist. The archaeologist shall also be responsible for a post-grading monitoring report to be submitted to the City, the Project Developer(s), the Eastern Information</p>	
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	<p>Center, and the Pechanga Tribe <del>or</del> and the Soboba Band of Luiseno Indians no later than 45 days after completion of all monitoring activities.</p> <p>F-4: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts that are found on the project area to the appropriate local <del>Tribe or Band</del> Soboba Band or Pechanga Tribe for proper treatment and disposition as outlined in the Treatment and Monitoring Agreement required in Mitigation Measure F-2.</p> <p>F-6: If inadvertent discoveries of subsurface archaeological resources are discovered during grading, the Project Developer(s), the project archaeologist, and the appropriate local <del>Tribe or Band</del> Soboba Band or Pechanga Tribe shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. If the Project Developer(s) and the <del>Tribe or Band</del> Soboba Band or Pechanga Tribe cannot agree on the significance or the mitigation for such resources, these issues shall be presented to the City’s Community Development Director for decision. The City shall make the determination based on the provisions of CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the <del>Tribe or Band</del> Soboba Band or Pechanga Tribe.</p>	
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For purposes of consistency with the requirements of the ALUC, Mitigation Measure I-4 on Table I-1 on page I-20 has been revised as follows (staff-initiated text change):

- I-4. The following notice shall be given to all initial prospective buyers and tenants by the Applicant or their successors in interest: Notice of Airport in Vicinity: This property is presently located in the vicinity of an airport, within what is know as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business and Professions Code 11010 12(A).

To amplify the protection of neighbors from construction noise generated by the Project, the following mitigation measures have been added to Table I-1 on page I-23 (staff-initiated text change):

<b>Construction Noise</b>		
<p>The noise impacts associated with construction of the Project are expected to create temporary high-level noise impacts at receptors surrounding the Project site when certain activities occur near the Project property line.</p>	<p>L-1: During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project site.</p> <p>L-2: The construction contractor shall locate equipment staging in areas that would create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the Project site during all Project construction.</p> <p>L-3: The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. Haul routes shall not pass sensitive land uses or residential dwellings.</p> <p>L-4: <u>Prior to any construction activities, the Project Developer shall notify all land uses in the vicinity</u></p>	<p>Less than significant</p>

	<p><u>of the construction site of the construction schedule.</u></p> <p><u>L-5: Prior to any construction activities, the contact name and number of the Project contractor or County staff to receive noise complaints shall be posted in a location readily visible to off-site land uses.</u></p> <p><u>L-6: All construction activities shall occur between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May. Saturday construction shall be permitted between the hours of 7:00 a.m. and 6:00 p.m. Sunday construction shall be prohibited. Exceptions to these standards may be granted only by the City building official and/or the City Council.</u></p> <p><u>L-7: Any mass grading activity within 200 feet of a sensitive receptor shall require the installation of a temporary noise attenuation fence.</u></p>	
<b>On-Site Traffic Noise</b>		
<p>Single-family homes adjacent to portions of Old Warren Road, Warren Road, Myers Street, and Devonshire Avenue would be exposed to significant traffic noise levels.</p>	<p><u>L-48:</u> To satisfy the City of Hemet’s 65 dBA CNEL exterior noise level standard for noise-sensitive residential land uses, a 6.0-foot high noise barrier shall be constructed at the following locations within the Project site:</p> <ul style="list-style-type: none"> <li>• Lots facing Warren Road, north of Florida Avenue, in Planning Area 5.</li> <li>• Lots facing Myers Street, between Driveway 10 and Florida Avenue, in Planning Area 3.</li> <li>• Lots facing Devonshire Avenue, between Old Warren Road and Driveway 3, in Planning Areas 8 and 9.</li> <li>• Lots facing Devonshire Avenue between Driveway 3 and Driveway 6, in Planning Areas 7 and 9.</li> </ul>	<p>Less than significant</p>

	<ul style="list-style-type: none"> <li>• Lots facing Devonshire Avenue, between Driveway 6 and Myers Street, in Planning Area 10.</li> </ul> <p>The noise barrier must weigh at least 4.0 pounds per square foot of face area and have no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The noise barrier may be constructed using one of the following alternative materials:</p> <ul style="list-style-type: none"> <li>• Masonry block.</li> <li>• Stucco veneer over wood framing (or foam core), or 1-inch thick tongue and groove wood of sufficient weight per square foot.</li> <li>• Glass (1/4-inch thick), or other transparent material with sufficient weight per square foot.</li> <li>• Earthen berm.</li> <li>• Any combination of these construction materials.</li> </ul> <p>The barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts should not be made. All gaps (except for weep holes) should be filled with grout or caulking.</p> <p><del>L-5 Prior to obtaining building permits for the Project, a final noise study shall be prepared to finalize mitigation measures using the precise grading plans and actual building design specifications.</del></p>	
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As shown above, Mitigation Measure L-5 was inadvertently included on Table I-1. Because all development is required to meet Title 24 interior noise standards, this mitigation measure has been removed from Table I-1 on Page I-25 (staff-initiated text change).

~~L-5 — Prior to obtaining building permits for the Project, a final noise study shall be prepared to finalize mitigation measures using the precise grading plans and actual building design specifications.~~

For purposes of clarification, PDF P-1 on Table I-1 on page I-32 has been revised as follows (staff-initiated text change):

P-1. The construction contractor shall only contract for waste disposal services with a company that recycles demolition and construction-related wastes. The contract specifying recycled waste service shall be presented to the Building and Safety ~~Department~~ Division prior to approval of Certificate of Occupancy.

### III. PROJECT DESCRIPTION

The Mobility Plan shown on Figure III-5 on page III-11 has been revised to show the location of a bus stop along Florida Avenue, far side of A Street (refer to Response to Comment RTA-1). The revised figure is included on page IV-12, below.

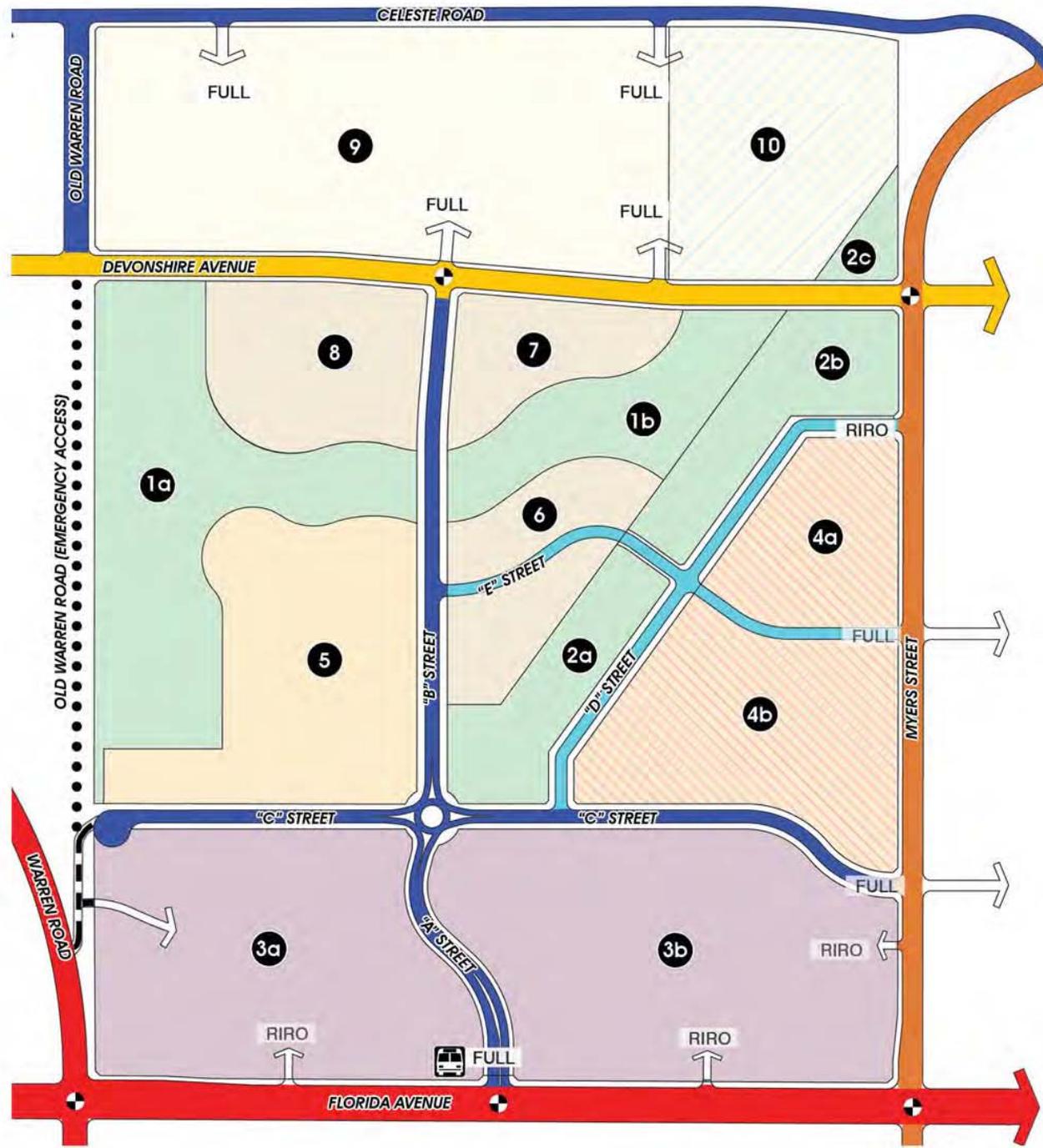
To be consistent with the City's Conditions of Approval for the Project, the following text has been added to the list of Indoor/Outdoor Air Quality policies for the Project on page III-19:

- Outdoor electrical outlets for electric outdoor equipment (required).
- Pre-wiring electric vehicle plug-in stations as part of surface or indoor parking lot (suggested).

### IV.A AESTHETICS

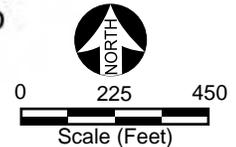
During preparation of the Final EIR and the Findings for the Project a clerical error was noted that does not change the analysis in the Draft EIR or impact conclusion. The impact statement on page IV.B-9 has been revised as follows (staff-initiated text change):

***Impact IV.B-1: With implementation of Mitigation Measure B-1, ~~The~~ Project would not have a substantial adverse effect on a scenic vista, and impacts would be less than significant.***



**LEGEND**

- ARTERIAL
- COLLECTOR STREET
- EMERGENCY ACCESS\*
- FULL = FULL ACCESS
- RIRO = RIGHT-IN/RIGHT-OUT ACCESS ONLY
- SECONDARY
- DIVIDED SECONDARY
- OLD WARREN ROAD R.O.W. (includes emergency access road)
- FUTURE BUS STOP
- LOCAL RESIDENTIAL
- PLANNING AREA
- POTENTIAL FUTURE TRAFFIC SIGNAL IF WARRANTED



Source: The Planning Center, 2014.

During preparation of the Final EIR and the Findings for the Project a clerical error was noted that does not change the analysis in the Draft EIR or impact conclusion. The text under “MITIGATION MEASURES” on page IV.B-22 has been revised as follows (staff-initiated text change):

~~No significant impacts related to aesthetics have been identified, and no mitigation measures are required.~~ To ensure that all exterior lighting is designed, arranged, directed, or shielded to contain direct illumination on-site, while maintaining public safety and security, Mitigation Measure B-1 is required.

B-1: Prior to the approval of a Street Improvement Plan for residential or commercial development, the Project applicant shall submit a street lighting plan for review and approval by the Department of Public Works. The plan shall include the amount, location, height, and intensity of street lighting limited to the minimum necessary for public safety in order to reduce potential for light and glare and incidental spillover into adjacent properties and/or roadways.

During preparation of the Final EIR and the Findings for the Project a clerical error was noted that does not change the analysis in the Draft EIR or impact conclusion. The text under “LEVEL OF SIGNIFICANCE AFTER MITIGATION” on page IV.B-22 has been revised as follows (staff-initiated text change):

Project impacts with respect to scenic vistas, scenic resources, and visual character would be less than significant. With implementation of Mitigation Measure B-1, Project ~~Impacts~~impacts related to ~~aesthetics~~light and glare would be less than significant.

#### **IV.D AIR QUALITY**

For ease of reference and for purposes of clarification, the assumptions made in the pollutant emissions (these assumptions have not been changed from those in the Draft EIR), the following construction assumptions have been added to the top of page IV.D-27 (staff-initiated text change):

##### **Site Preparation**

- Duration: 60 Days
- Number of Employees per Day: Up to 18 worker trips
- Number of On-Site Haul Trips per Day: N/A
- Haul Trip Length: N/A

- Full-time Operating Equipment: 3 Rubber Tired Dozers, 4 tractors/loaders/backhoes
- Maximum acres of land to be graded in one day: N/A
- Vendor trips: Up to 6 round trips

### **Grading and Earthwork**

- Duration: 120 Days
- Full-time Operating Equipment: 2 Excavators, 2 Graders, 3 Rubber Tired Dozers, 4 Scrapers, 2 tractors/loaders/backhoes
- Total acres of land to be graded: 600 acres
- Maximum acres of land to be graded in one day: 5
- Number of Employees per Day: Up to 33 worker trips
- Number of On-Site Haul Trips per Day: N/A
- Haul Trip Length: N/A
- Vendor trips: Up to 6 round trips

### **Construction**

- Duration: 430 Days
- Number of Employees per Day: Up to 846 trips
- Full-time Operating Equipment: 1 crane, 3 forklifts, 1 generator set, 3 tractor/loader/backhoes, 1 welder
- Vendor trips: Up to 219 round trips

### **Asphalt Paving**

- Duration: 90 Days
- Number of Employees per Day: Up to 15 trips
- Total Operating Equipment: 2 paving equipment, 2 pavers, 2 rollers

- Vendor trips: 0

### **Architectural Coatings**

- Duration: 313 Days
- Total Operating Equipment: Air compressors
- Assumes worst-case scenario mix of coatings that average 100 g/L VOC. SCAQMD Rule 1113 (Architectural Coatings) has limits on common coatings: Flats (50 g/L), Non-Flats (50 g/L), Primers/Sealers/Undercoaters (100 g/L), Stains (100 g/L), Waterproofing Sealers (100 g/L).

For purposes of ease of reference and purposes of clarification, the following text has been copied from the existing analysis on page IV.D-23 and repeated after heading “CUMULATIVE IMPACTS” on page IV.D-33 (staff-initiated text change):

The SCAQMD’s CEQA Air Quality Handbook identifies several methods to determine the cumulative significance of land use projects (i.e., whether the contribution of a project’s emissions is cumulatively considerable). However, the SCAQMD no longer recommends the use of these methodologies. Instead, the SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable. The SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these cumulative emissions. The discussion of the Project’s contribution to potential cumulative air quality impacts, below, is consistent with this methodology.

For purposes of ease of reference and purposes of clarification, the following text has been summarized from the existing analysis on pages IV.D-24 through IV.D-26 and repeated after the last paragraph under “CUMULATIVE IMPACTS” on page IV.D-33 (staff-initiated text change):

Additionally, as discussed previously the Project would be consistent with SCAQMD’s two criteria for determining consistency with the AQMP. The Project’s mitigated localized construction-source emissions would not exceed applicable significance thresholds. Also, the proposed increase in residential along with the decrease in commercial retail and office results in a net decrease in the number of vehicle trips anticipated to be generated by the Project as compared to the number of vehicle trips forecasted for the Project area based on the intensity of uses currently allowed within the Florida Avenue Commercial Mixed-Use Area #1 of the General Plan. Accordingly, while the Project includes General Plan amendments, the decrease in number

of vehicle trips and associated mobile source emissions and air quality impacts assures consistency with the growth assumptions in the current AQMP. The Project would not exceed the growth assumptions included in the 1992 General Plan and hence would not exceed the growth projections in the 2007 AQMP. Additionally, the Project's reduction in vehicle trips and associated mobile source emissions and air quality impacts as compared to the 2030 General Plan assumption demonstrates consistency with the growth assumptions in the current 2012 AQMP. Therefore, the Project would be consistent with the AQMP, and impacts related to this issue would be less than significant. Since the Project would not jeopardize attainment of air quality standards in the AQMP for the Basin, the Project does not have the potential to contribute to any potential inconsistencies associated with the related projects. Thus, the Project would not have a cumulatively considerable contribution to any impact related to potential cumulative conflict with or obstruction of the implementation of the applicable AQMP.

Although implementation of SCAQMD's standard measures is required, for purposes of clarification and reference, these standard mitigation measures have been added to page IV.D-34 after Mitigation Measure D-3, as follows (staff-initiated text change):

#### **SCAQMD Standard Construction BMPs**

D-4: Water or a stabilizing agent shall be applied to exposed surfaces at least three times per day to prevent generation of dust plumes.

D-5: The construction contractor shall utilize at least one of the following measures at each vehicle egress from the project site to a paved public road:

- Install a pad consisting of washed gravel maintained in clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long;
- Pave the surface extending at least 100 feet and at least 20 feet wide;
- Utilize a wheel shaker/wheel spreading device consisting of raised dividers at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages; or
- Install a wheel washing system to remove bulk material from tires and vehicle undercarriages.

D-6: All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).

D-7: Construction activity on unpaved surfaces shall be suspended when wind speed exceed 25 miles per hour (such as instantaneous gusts).

- D-8: Ground cover in disturbed areas shall be replaced as quickly as possible.
- D-9: Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).
- D-10: Traffic speeds on all unpaved roads to be reduced to 15 mph or less.
- D-11: Sweep streets at the end of the day if visible soil is carried onto adjacent public paved roads. If feasible, use water sweepers with reclaimed water.
- D-12: Heavy-duty equipment operations shall be suspended during first and second stage smog alerts.
- D-13: Equipment and vehicle engines shall be maintained in good condition and in proper tune per manufacturers' specifications.
- D-14: All diesel-powered off-road construction equipment greater than 50 horsepower shall meet USEPA Tier 4 or higher emissions standards. In addition, all construction equipment shall be outfitted with best available control technology (BACT) devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a CARB-defined Level 3 diesel emissions control strategy for a similarly sized engine.
- D-15: All diesel-powered construction equipment shall use CARB Level 2 or higher diesel particulate filters.
- D-16: Electricity shall be utilized from power supply sources rather than temporary gasoline or diesel power generators, as feasible.
- D-17: Heavy-duty trucks shall be prohibited from idling in excess of five minutes, both on- and off-site.

To be consistent with the City's Conditions of Approval, the following PDFs that were already included in Section III (Project Description) (and as amended in this section) have been added after the list of SCAQMD Standard BMPs on page IV.D-34 for ease of reference (staff-initiated text change):

#### **PDFs**

#### **D-18: 4.3.1 Building Materials**

- Architectural paints and coatings shall comply with VOC limits identified in the CalGreen Code (required).

- Prefinished building materials that do not require additional painting or staining should be utilized when possible as discussed in Section A4.405, Material Sources, of the CalGreen Code (suggested).
- Insulation with at least 75 percent recycled content on the aggregate, such as cellulose, newspaper, or recycled cotton (suggested).

**D-19: 4.3.2. Indoor/Outdoor Air Quality**

- Outdoor electrical outlets for electric outdoor equipment (required).
- Pre-wiring electric vehicle plug-in stations as part of surface or indoor parking lot (suggested).
- Flooring and insulation products that are low emitters of volatile organic compounds (VOC) and formaldehyde (required).
- Low- and zero- VOC paints, finishes, adhesives, caulks, and other substances to improve indoor air quality and avoid harmful health effects of off-gassing (required).
- Natural gas fireplaces to minimize smoke and pollutants from wood burning fireplaces (e.g. CO, NO and VOCs) (required).
- Construction equipment shall be properly maintained and serviced to minimize construction related exhaust emissions (required).
- Smoking shall be prohibited in nonresidential buildings and within 25 feet of nonresidential building entries, outdoor air intakes, and operable windows per Section 5.504, Pollution Control, of the CalGreen Code (required).

## IV.F CULTURAL RESOURCES

Mitigation Measures F-1 through F-4 and Mitigation Measure F-6 on pages IV.F-7 and IV-F-8 have been revised as follows (refer to Responses to Comments Pechanga-1, Soboba-2, and Soboba-4):

- F-1: Prior to beginning project construction, the Project Developer(s) shall retain a City of Hemet-approved archaeological monitor to monitor all ground-disturbing activities, including off-site grading, in an effort to identify any unknown archaeological resources. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation in consultation with the appropriate local ~~Tribe or Band~~ Soboba Band or Pechanga Tribe, in accordance with the Treatment and Monitoring Agreement required in Mitigation Measure F-2.
- F-2: At least 30 days prior to beginning project construction, the Project Developer(s) shall contact the appropriate local ~~Tribe or Band~~ Soboba Band or Pechanga Tribe to notify them of grading, excavation, and the monitoring program, and to coordinate with the City and ~~the Tribe or Band~~ Soboba Band or Pechanga Tribe to develop a Cultural Resources

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Treatment and Monitoring Agreement. The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of ~~Native American Tribal or Band~~ Soboba Band or Pechanga Tribe monitors during on-site and off-site grading, excavation, and ground disturbing activities; project grading and development scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.

- F-3: Prior to beginning project construction, the project archaeologist shall file a pre-grading report with the City (if required) to document the proposed methodology for grading activity observation. Said methodology shall include the requirement for a qualified archaeological monitor to be present and to have the authority to stop and redirect grading activities. In accordance with the agreement required in Mitigation Measure F-2, the archaeological monitor's authority to stop and redirect grading shall be exercised in consultation with the appropriate local ~~Tribe or Band~~ Soboba Band or Pechanga Tribe in order to evaluate the significance of any archaeological resources discovered on the property. ~~Tribe or Band~~ Soboba Band or Pechanga Tribe monitors shall be allowed to monitor all on-site and off-site grading, excavation, and groundbreaking activities, and shall also have the authority to stop and redirect grading activities in consultation with the project archaeologist. The archaeologist shall also be responsible for a post-grading monitoring report to be submitted to the City, the Project Developer(s), the Eastern Information Center, and the Pechanga Tribe ~~or~~ and the Soboba Band of Luiseno Indians no later than 45 days after completion of all monitoring activities.
- F-4: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts that are found on the project area to the appropriate local ~~Tribe or Band~~ Soboba Band or Pechanga Tribe for proper treatment and disposition as outlined in the Treatment and Monitoring Agreement required in Mitigation Measure F-2.
- F-6: If inadvertent discoveries of subsurface archaeological resources are discovered during grading, the Project Developer(s), the project archaeologist, and the appropriate local ~~Tribe or Band~~ Soboba Band or Pechanga Tribe shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. If the Project Developer(s) and the ~~Tribe or Band~~ Soboba Band or Pechanga Tribe cannot agree on the significance or the mitigation for such resources, these issues shall be presented to the City's Community Development Director for decision. The City shall make the determination based on the provisions of CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the ~~Tribe or Band~~ Soboba Band or Pechanga Tribe.

**IV.H GREENHOUSE GAS EMISSIONS**

For ease of reference and for purposes of clarity, the following energy reduction standard (which was already included as part of the Specific Plan) has been added to the list shown under Project Design Feature GHG-1 on page IV.H-30, extending on to page IV.H-31 (staff-initiated text change):

- k) The Project shall comply with all applicable CalGreen Standards.

For ease of reference and for purposes of clarity, the first bulleted text under “Project Design Feature GHG-3” on page IV.H-31 has been revised as follows, consistent with existing language in the Specific Plan (staff-initiated text change):

- Landscaping palette emphasizing drought tolerant plants (the Specific Plan requires the plant selection to use up to 75 percent water-conserving/drought-tolerant, native, or Mediterranean plant materials.

For ease of reference and for purposes of clarity, the following sentences have been added to the end of PDF GHG-4 on page IV.H-31, extending on to page IV.H-32, consistent with existing language in the Specific Plan (staff-initiated text change):

Also, the Project’s circulation system would allow for residents to drive neighborhood electric vehicles between neighborhoods and amenities to further reduce automobile use within the Project. (Figure 2-13 of the Specific Plan depicts the NEB Network/Class II bikeway.) Bicycle parking facilities will be provided in the Commercial Mixed Use District and at key points within the open space and park system.

For ease of reference and for purposes of clarity, the discussion of the Project’s consistency with the seventh strategy on Table IV.H-8 on page IV.H-34 has been revised as follows (staff-initiated text change):

Green Buildings	GB-1	The Project shall be required to be constructed in compliance with state or local green building standards in effect at the time of building construction, <u>including CalGreen Standards.</u>
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For ease of reference and for purposes of clarity, the following sentences have been added after the third to the last sentence of the second paragraph on page IV.H-35 has been revised as follows, consistent with the existing language from the Specific Plan (staff-initiated text change):

Also, the Project’s circulation system would allow for residents to drive neighborhood electric vehicles between neighborhoods and amenities to further reduce automobile use within the Project. (Figure 2-13 of the Specific Plan depicts the NEB Network/Class II bikeway.) Bicycle

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parking facilities will be provided in the Commercial Mixed Use District and at key points within the open space and park system.

#### IV.I HAZARDS AND HAZARDOUS MATERIALS

During preparation of the Final EIR and the Findings for the Project a clerical error was noted in the numbering of the impact statements that does not change the analysis in the Draft EIR or impact conclusion. The impact statement on page IV.I-8 has been revised as follows (staff-initiated text change):

***Impact IV.I-21: The Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and impacts would be less than significant.***

During preparation of the Final EIR and the Findings for the Project a clerical error was noted in the numbering and wording of the impact statements that does not change the analysis in the Draft EIR or impact conclusion. The impact statement on page IV.I-9 has been revised as follows (staff-initiated text change):

***Impact IV.I-52: With implementation of Mitigation Measures I-4 through I-7, Thethe Project would not result in a safety hazard with respect to an airport land use plan for people residing or working in the Project area, and impacts would be less than significant with implementation of the provided mitigation measures.***

During preparation of the Final EIR and the Findings for the Project a clerical error was noted in the numbering of the mitigation measures that does not change the analysis in the Draft EIR or impact conclusion. The first sentence of the last paragraph on page IV.I-11 has been revised as follows (staff-initiated text change):

Mitigation Measures I-4~~1~~ through I-7~~4~~ have been provided below to ensure future land use compatibility with the Hemet-Ryan Airport.

During preparation of the Final EIR and the Findings for the Project a clerical error was noted in the numbering of the impact statements that does not change the analysis in the Draft EIR or impact conclusion. The impact statement on page IV.I-12 has been revised as follows (staff-initiated text change):

***Impact IV.I-83: The Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands, and impacts would be less than significant with implementation of the provided mitigation measures.***

For purposes of consistency with the requirements of the ALUC, Mitigation Measure I-4 on page IV.I-13 has been revised as follows (staff-initiated text change):

- I-4. The following notice shall be given to all initial prospective buyers and tenants by the Applicant or their successors in interest: Notice of Airport in Vicinity: This property is presently located in the vicinity of an airport, within what is know as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business and Professions Code 11010 12(A).

#### IV.L NOISE

To amplify the protection of neighbors from construction noise generated by the Project, the following mitigation measures have been added to Table I-1 on page I-23 (staff-initiated text change):

- L-4: Prior to any construction activities, the Project Developer shall notify all land uses in the vicinity of the construction site of the construction schedule.
- L-5: Prior to any construction activities, the contact name and number of the Project contractor or County staff to receive noise complaints shall be posted in a location readily visible to off-site land uses.
- L-6: All construction activities shall occur between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May. Saturday construction shall be permitted between the hours of 7:00 a.m. and 6:00 p.m. Sunday construction shall be prohibited. Exceptions to these standards may be granted only by the City building official and/or the City Council.
- L-7: Any mass grading activity within 200 feet of a sensitive receptor shall require the installation of a temporary noise attenuation fence.

Do to the addition of these mitigation measures, Mitigation Measure L-4 on page IV.L-32 has been renumbered as L-8.

#### IV.O TRANSPORTATION/TRAFFIC

During preparation of the Final EIR and the Findings for the Project, a clerical error was noted that does not change the analysis in the Draft EIR or impact conclusion. The following impact statement has been added to page IV.O-58, after “PROJECT IMPACTS” to match the format of the other sections (staff-initiated text change):

**Impact IV.O-1: With implementation of mitigation, the Project would conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit, and impacts would be significant and unavoidable.**

During preparation of the Final EIR and the Findings for the Project, a clerical error was noted that does not change the analysis in the Draft EIR or impact conclusion. The title of Table IV.O-14 on page IV.O-91 has been revised as follows (staff-initiated text change):

Intersection Analysis for Near-Term (2015) ~~Without Project Conditions~~

#### IV.P UTILITIES AND SERVICE SYSTEMS

The impact statement on page IV.P-4 has been revised as follows (staff-initiated text change):

***Impact IV.P-21 and Impact IV.P-32: The Project would not require the construction or expansion of new wastewater treatment facilities, nor would the Project cause the wastewater treatment provider to exceed its capacity, and impacts would be less than significant.***

The impact statement on page IV.P-17 has been revised as follows (staff-initiated text change):

***Impact IV.P-43: The Project would not require the construction of new water treatment facilities or the expansion of existing facilities, and impacts would be less than significant.***

The impact statement on page IV.P-18 has been revised as follows (staff-initiated text change):

***Impact IV.P-54: There would be sufficient water supplies to serve the Project, and as such, impacts would be less than significant.***

The impact statement on page IV.P-31 has been revised as follows (staff-initiated text change):

***Impact IV.P-65: The Project would be served by landfills with sufficient permitted capacity to accommodate the project's solid waste disposal needs, and no significant impacts would occur.***

For purposes of clarification, PDF P-1 on Table I-1 on page I-32 has been revised as follows (staff-initiated text change):

P-1. The construction contractor shall only contract for waste disposal services with a company that recycles demolition and construction-related wastes. The contract specifying recycled waste service shall be presented to the Building and Safety ~~Department~~ Division prior to approval of Certificate of Occupancy.

The first sentence of the second paragraph on page IV.P-35 in has been removed from the Draft EIR as follows (Response to Comment SCE-1):

~~Per the City's General Plan, SCE also recognizes that high voltage overhead lines are generally considered to have negative visual impacts; therefore, SCE participates with efforts to underground regular overhead utility lines.~~

#### **IV.O TRANSPORTATION/TRAFFIC**

The first sentence of the second paragraph on page IV.O-148 has been revised as follows (staff-initiated text change):

As shown on Table IV.O-22, with implementation of Mitigation Measures O-1 and O-2 and the roadway improvements listed for Project-specific impacts, Project impacts related to intersection LOS would be less than significant.

The first sentence of the third paragraph on page IV.O-148 has been revised as follows (staff-initiated text change):

As shown on Table IV.O-23, with implementation of Mitigation Measures O-1, O-2, and O-3 and the roadway improvements listed for Project-specific impacts, Project impacts related to intersection LOS would be less than significant.

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## V. MITIGATION MONITORING AND REPORTING PLAN

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### A. INTRODUCTION

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a “reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment” (Mitigation Monitoring Program, Section 15097 of the CEQA Guidelines provides additional direction on mitigation monitoring or reporting). The City of Hemet (the “City”) is the Lead Agency for the Ramona Specific Plan.

An Environmental Impact Report has been prepared to address the potential environmental impacts of the Project. Where appropriate, this environmental document identified Project design features or recommended mitigation measures to avoid or to reduce potentially significant environmental impacts of the Project. This Mitigation Monitoring and Reporting Plan (MMRP) is designed to monitor implementation of the mitigation measures identified for the Project (refer to the MMRP table on the following pages). The MMRP is subject to review and approval by the Lead Agency as part of the certification of the EIR and adoption of project conditions. The required mitigation measures are listed and categorized by impact area, as identified in the Draft EIR and Final EIR, with an accompanying identification of the following:

- Monitoring Phase, the phase of the project during which the mitigation measure shall be monitored;
  - Pre-Construction, including the design phase
  - Construction
  - Pre-Occupancy (prior to issuance of a Certificate of Occupancy)
  - Occupancy (post-construction)
- Enforcement Agency, the agency with the power to enforce the mitigation measure; and
- Monitoring Agency, the agency to which reports including feasibility, compliance, implementation, and development are made.

The Project Applicant shall be responsible for implementing all mitigation measures unless otherwise noted.

**MMRP Table**

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<b>IV.B Aesthetics</b>				
<p>Mitigation Measure B-1: Light and Glare</p> <p>Prior to the approval of a Street Improvement Plan for residential or commercial development, the Project applicant shall submit a street lighting plan for review and approval by the Department of Public Works. The plan shall include the amount, location, height, and intensity of street lighting limited to the minimum necessary for public safety in order to reduce potential for light and glare and incidental spillover into adjacent properties and/or roadways.</p>	Prior to the approval of a Street Improvement Plan	City of Hemet - Engineering Division		
<b>IV.D Air Quality</b>				
<p>Mitigation Measure D-1: Regional Construction Emissions</p> <p>During any grading activities, all heavy-duty diesel equipment (<math>\geq 100</math> horsepower) shall be CARB Tier 3 Certified or better.</p>	On-going through any construction phase	City of Hemet – Engineering Division		
<p>Mitigation Measure D-2: Regional Construction Emissions</p> <p>Only Zero-Volatile Compounds paints (no more than 100 gram/liter of VOC) and/or High-Pressure Low-Volume applications consistent with SCAQMD Rule 1113 shall be used.</p>	On-going through any construction phase	City of Hemet – Engineering Division		
<p>Mitigation Measure D-3: Localized Construction Emissions</p> <p>During any construction activities, active heavy-duty construction equipment shall be located at least 100 feet away from sensitive receptors (including on-site and off-site residences and schools).</p>	On-going through any construction phase	City of Hemet – Engineering Division		

**MMRP Table**

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>Mitigation Measure D-4: Localized Construction Emissions</p> <p>Water or a stabilizing agent shall be applied to exposed surfaces at least three times per day to prevent generation of dust plumes.</p>	On-going through any construction phase	City of Hemet – Engineering Division		
<p>Mitigation Measure D-5: Localized Construction Emissions</p> <p>The construction contractor shall utilize at least one of the following measures at each vehicle egress from the project site to a paved public road:</p> <ul style="list-style-type: none"> <li>• Install a pad consisting of washed gravel maintained in clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long;</li> <li>• Pave the surface extending at least 100 feet and at least 20 feet wide;</li> <li>• Utilize a wheel shaker/wheel spreading device consisting of raised dividers at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages; or</li> <li>• Install a wheel washing system to remove bulk material from tires and vehicle undercarriages.</li> </ul>	On-going through any construction phase	City of Hemet – Engineering Division		
<p>Mitigation Measure D-6: Localized Construction Emissions</p> <p>All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).</p>	On-going through any construction phase	City of Hemet – Engineering Division		
<p>Mitigation Measure D-7: Localized Construction Emissions</p> <p>Construction activity on unpaved surfaces shall be suspended when wind speed exceed 25 miles per hour (such as instantaneous gusts).</p>	On-going through any construction phase	City of Hemet – Engineering Division		

**MMRP Table**

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
Mitigation Measure D-8: Localized Construction Emissions Ground cover in disturbed areas shall be replaced as quickly as possible.	On-going through any construction phase	City of Hemet – Engineering Division		
Mitigation Measure D-9: Localized Construction Emissions Apply non-toxic soil stabilizers according to manufacturers’ specifications to all inactive construction areas (previously graded areas inactive for ten days or more).	On-going through any construction phase	City of Hemet – Engineering Division		
Mitigation Measure D-10: Localized Construction Emissions Traffic speeds on all unpaved roads to be reduced to 15 mph or less.	On-going through any construction phase	City of Hemet – Engineering Division		
Mitigation Measure D-11: Localized Construction Emissions Sweep streets at the end of the day if visible soil is carried onto adjacent public paved roads. If feasible, use water sweepers with reclaimed water.	On-going through any construction phase	City of Hemet – Engineering Division		
Mitigation Measure D-12: Localized Construction Emissions Heavy-duty equipment operations shall be suspended during first and second stage smog alerts.	On-going through any construction phase	City of Hemet – Engineering Division		
Mitigation Measure D-13: Localized Construction Emissions Equipment and vehicle engines shall be maintained in good condition and in proper tune per manufacturers’ specifications.	On-going through any construction phase	City of Hemet – Engineering Division		
Mitigation Measure D-14: Localized Construction Emissions All diesel-powered off-road construction equipment greater than 50 horsepower shall meet USEPA Tier 4 or higher emissions standards. In	On-going through any construction phase	City of Hemet – Engineering Division		

MMRP Table

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>addition, all construction equipment shall be outfitted with best available control technology (BACT) devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a CARB-defined Level 3 diesel emissions control strategy for a similarly sized engine.</p> <p>Mitigation Measure D-15: Localized Construction Emissions</p> <p>All diesel-powered construction equipment shall use CARB Level 2 or higher diesel particulate filters.</p> <p>Mitigation Measure D-16: Localized Construction Emissions</p> <p>Electricity shall be utilized from power supply sources rather than temporary gasoline or diesel power generators, as feasible.</p> <p>Mitigation Measure D-17: Localized Construction Emissions</p> <p>Heavy-duty trucks shall be prohibited from idling in excess of five minutes, both on- and off-site.</p> <p>Mitigation Measure D-18: <b>4.3.1 Building Materials</b></p> <ul style="list-style-type: none"> <li>Architectural paints and coatings shall comply with VOC limits identified in the CalGreen Code (required).</li> <li>Prefinished building materials that do not require additional painting or staining should be utilized when possible as discussed in Section A4.405, Material Sources, of the CalGreen Code (suggested).</li> <li>Insulation with at least 75 percent recycled content on the aggregate, such as cellulose, newspaper, or recycled cotton (suggested).</li> </ul>	<p>On-going through any construction phase</p> <p>On-going through any construction phase</p> <p>On-going through any construction phase</p>	<p>City of Hemet – Engineering Division</p> <p>City of Hemet – Engineering Division/Building &amp; Safety Division</p> <p>City of Hemet – Engineering Division/Building &amp; Safety Division</p> <p>City of Hemet – Building &amp; Safety Division</p>		

MMRP Table

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>Mitigation Measure D-19: <b>4.3.2. Indoor/Outdoor Air Quality</b></p> <ul style="list-style-type: none"> <li>Outdoor electrical outlets for electric outdoor equipment.</li> <li>Pre-wiring electric vehicle plug-in stations as part of surface or indoor parking lot.</li> <li>Flooring and insulation products that are low emitters of volatile organic compounds (VOC) and formaldehyde (required).</li> <li>Low- and zero- VOC paints, finishes, adhesives, caulks, and other substances to improve indoor air quality and avoid harmful health effects of off-gassing (required).</li> <li>Natural gas fireplaces to minimize smoke and pollutants from wood burning fireplaces (e.g. CO, NO and VOCs)(required).</li> <li>Construction equipment shall be properly maintained and serviced to minimize construction related exhaust emissions (required).</li> <li>Smoking shall be prohibited in nonresidential buildings and within 25 feet of nonresidential building entries, outdoor air intakes, and operable windows per Section 5.504, Pollution Control, of the CalGreen Code (required).</li> </ul>	On-going prior to issuance of certificate of occupancy.	City Hemet, Building and Safety Division		
<b>IV.E Biological Resources</b>				
<p>Mitigation Measure E-1: Multiple Species Habitat Conservation Plan</p> <p>The Project applicant shall pay the MSHCP Local Development Mitigation fees as established and implemented by the City of Hemet.</p>	Prior to issuance of grading permit	City of Hemet – Building & Safety Division		
<p>Mitigation Measure E-2: Stephens’ Kangaroo Rat</p> <p>The Project site falls within the Stephens’ Kangaroo Rat (SKR) fee area outlined in the Riverside County SKR HCP. The Project applicant shall pay the fees pursuant to County Ordinance 663.10 for the Riverside County SKR HCP Fee Assessment Area as established and implemented by the</p>	Prior to issuance of grading permit	City of Hemet – Building & Safety Division		



MMRP Table

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>15<sup>th</sup>, a qualified biologist must conduct a nesting bird survey(s) no more than fourteen days prior to initiation of grading to document the presence or absence of nesting birds within or directly adjacent (100 feet) to the Project site.</p> <p>The survey(s) would focus on identifying any raptors and/or passerines nests that would be directly or indirectly affected by construction activities. If active nests are documented, species-specific measures shall be prepared by a qualified biologist and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of a nest shall be deterred until the young birds have fledged. A minimum exclusion buffer of 100 feet shall be maintained during construction, depending on the species and location. The perimeter of the nest setback zone shall be fenced or adequately demarcated with stakes and flagging at 20-foot intervals, and construction personnel and activities restricted from the area. A survey report by a qualified biologist verifying that no active nests are present, or that the young have fledged, shall be submitted to the City of Hemet prior to initiation of grading in the nest-setback zone. The qualified biologist shall serve as a construction monitor during those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts on these nests occur. A report of the findings prepared by a qualified biologist shall be submitted to the City of Hemet prior to construction that has the potential to disturb any active nests during the nesting season. Any nest permanently vacated for the season would not warrant protection pursuant to the MBTA.</p> <p>Mitigation Measure E-5: Riparian/Riverine/Vernal Pool Resources</p> <p>To meet the criteria of a biologically equivalent or superior alternative, the applicant shall offset impacts to 0.45 acre of vernal pools and 0.59 acre of</p>	<p>Prior to the issuance of grading permits</p>	<p>City of Hemet – Planning Division/Engineering Division</p>		

MMRP Table

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>agricultural ditches by preserving a minimum of 2.08 acre of vernal pool habitat within Criteria Cell 3684 Cell Group D (APN 465-020-030, Hemet Marketplace) as directed by the RCA, USFWS, CDFW, USACE, and RWQCB. The 2.08 acres of mitigation lands (2:1 ratio) shall be identified, preserved and conveyed in fee title, or by conservation easement, to the RCA. The proposed mitigation study area within which 2.08 acres will be preserved is located south of Florida Avenue and west of Warren Road in the City of Hemet, California, as illustrated in Figure IV.E-7, Proposed Off-site Mitigation Preservation Study Area. Specifically, the study area is located within the MSHCP San Jacinto Valley Area Plan, Subunit 4: Hemet Vernal Pool Areas East in Cell 3584.</p> <p>In addition to preserving lands southwest of the Project site, the Project proponent shall also provide design elements that will contribute to the Regional Drainage Plan. Specifically, the Project shall safely convey the region-wide peak flows (the maximum flow rate associated with a 100-year storm event), as well as the increased surface flows that will result from the development of the site, from the intersection of Myers Street and Devonshire Road to the intersection of Warren Road and Florida Avenue. The watershed runoff shall be discharged into an existing channel system along Warren Road, which then extends south of Florida Avenue and recharges the vernal pool system. Runoff patterns shall be recreated to mimic pre-development conditions.</p> <p>Mitigation Measure E-6: CDFW/RWQCB</p> <p>Prior to issuance of a grading permit, the Project applicant shall obtain a 1602 SAA from CDFW and a WDR permit issued by the RWQCB pursuant to the California Water Code Section 13260. At a minimum, the Project Applicant shall comply with Mitigation Measure E-5 to mitigate its</p>	<p>Prior to issuance of a grading permit</p>	<p>California Department of Fish and Wildlife Regional Water Quality Control Board City of Hemet – Planning</p>		

**MMRP Table**

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>impacts to CDFW/RWWCB resources, and shall otherwise comply with the applicable permit conditions of the 1602 SAA and WDR permit.</p> <p>Mitigation Measure E-7: Indirect Impacts</p> <p>Final Project design shall be developed to ensure that best management practices incorporated into the Project address and minimize edge effects associated with the Urban/Wildlands Interface of open space lands proposed within the southwest region of the property (vernal pool – alkaline complex), including the maintenance and conveyance of season clean water flows through the Project site to the MSHCP Criteria Area where alkali vernal plain habitat is located west and southwest of the property (Noncontiguous Habitat Block 7).</p>	On-going during project design review	<p>Division/Engineering Division</p> <p>City of Hemet – Planning Division/Engineering Division</p>		
<b>IV.F Cultural Resources</b>				
<p>Mitigation Measure F-1: Archaeological Resources</p> <p>Prior to the beginning of Project construction, the Project Developer(s) shall retain a City of Hemet-approved archaeological monitor to monitor all ground-disturbing activities, including off-site grading, in an effort to identify any unknown archaeological resources. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation in consultation with the appropriate local Soboba Band or Pechanga Tribe.</p> <p>Mitigation Measure F-2: Archaeological Resources</p> <p>At least 30 days prior to beginning Project construction, the Project Developer(s) shall contact the appropriate local Soboba Band or Pechanga Tribe to notify them of grading, excavation, and the monitoring program, and to coordinate with the City and the Soboba Band or Pechanga Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of Soboba Band or Pechanga</p>	<p>Prior to issuance of a grading permit</p> <p>Prior to issuance of a grading permit</p>	<p>City of Hemet – Planning Division/Engineering Division</p> <p>Appropriate Tribe or Band</p> <p>City of Hemet – Planning Division/Engineering Division</p> <p>Appropriate Tribe or Band</p>		

**MMRP Table**

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>Tribe monitors during on-site and off-site grading, excavation, and ground disturbing activities; Project grading and development scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.</p> <p>Mitigation Measure F-3: Archaeological Resources</p> <p>Prior to beginning Project construction, the Project archaeologist shall file a pre-grading report with the City (if required) to document the proposed methodology for grading activity observation. Said methodology shall include the requirement for a qualified archaeological monitor to be present and to have the authority to stop and redirect grading activities. In accordance with the agreement required in Mitigation Measure F-1, the archaeological monitor’s authority to stop and redirect grading shall be exercised in consultation with the appropriate local Soboba Band or Pechanga Tribe in order to evaluate the significance of any archaeological resources discovered on the property. Soboba Band or Pechanga Tribe monitors shall be allowed to monitor all on-site and off-site grading, excavation, and groundbreaking activities, and shall also have the authority to stop and redirect grading activities in consultation with the Project archaeologist. The archaeologist shall also be responsible for a post-grading monitoring report to be submitted to the City, the Project Developer(s), the Eastern Information Center, and the Pechanga Tribe and the Soboba Band of Luiseno Indians no later than 45 days after completion of all monitoring activities.</p>	<p>Prior to issuance of a grading permit</p>	<p>City of Hemet – Engineering Division</p> <p>Appropriate Tribe or Band</p>		
<p>Mitigation Measure F-4: Archaeological Resources</p> <p>The landowner(s) shall relinquish ownership of all cultural objects, including sacred items, burial goods, and all archaeological artifacts that are found on the Project area to the appropriate local Soboba Band or Pechanga Tribe for proper treatment and disposition as outlined in the</p>	<p>On-going during any construction</p>	<p>City of Hemet – Planning Division/Engineering Division</p> <p>Appropriate Tribe or Band</p>		

**MMRP Table**

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
Treatment and Monitoring Agreement required in Mitigation Measure F-2.				
<p>Mitigation Measure F-5: Archaeological Resources</p> <p>All sacred sites, should they be encountered within the Project area, shall be avoided and preserved as the preferred mitigation, if feasible.</p> <p>Mitigation Measure F-6: Archaeological Resources</p> <p>If inadvertent discoveries of subsurface archaeological resources are discovered during grading, the Project Developer(s), the Project archaeologist, and the appropriate local Soboba Band or Pechanga Tribe shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. If the Project Developer(s) and the Soboba Band or Pechanga Tribe cannot agree on the significance or the mitigation for such resources, these issues shall be presented to the City’s Community Development Director for decision. The City shall make the determination based on the provisions of CEQA and with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Soboba Band or Pechanga Tribe.</p> <p>Mitigation Measure F-7: Paleontological</p> <p>Prior to the issuance of grading permits, the developer shall retain a qualified paleontologist to develop a Paleontologic Resource Impact Mitigation Program (PRIMP) for the excavation phase of the proposed Project. The PRIMP shall conform to the guidelines of the County of Riverside and the Society of Vertebrate Paleontology. It shall include the following steps.</p> <ul style="list-style-type: none"> <li>A trained paleontological monitor shall be present during ground-disturbing activities within the Project area in sediments determined likely to contain paleontological resources. The monitor shall be empowered to temporarily halt or redirect</li> </ul>	<p>On-going during any construction</p> <p>On-going during any construction</p> <p>On-going prior to issuance of grading permit</p>	<p>City of Hemet – Planning Division/Engineering Division</p> <p>Appropriate Tribe or Band</p> <p>City of Hemet – Engineering Division</p> <p>Appropriate Tribe or Band</p> <p>City of Hemet – Engineering Division and paleontologist</p>		

**MMRP Table**

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>construction activities to ensure avoidance of adverse impacts to paleontological resources. The monitor shall be equipped to rapidly remove any large fossil specimens encountered during excavation. During monitoring, samples shall be collected and processed to recover microvertebrate fossils. Processing shall include wet screen washing and microscopic evaluation of the residual materials to identify small vertebrate remains.</p> <ul style="list-style-type: none"> <li>• Upon encountering a large deposit of bone, salvage of all bone in the area shall be conducted with additional field staff in accordance with modern paleontological techniques.</li> <li>• All fossils collected during the proposed Project shall be prepared to a reasonable point of identification. Excess sediment or matrix shall be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of all material collected and identified shall be provided to the museum repository along with the specimens.</li> <li>• A report documenting the results of the monitoring and salvage activities and the significance of the fossils shall be prepared.</li> <li>• All fossils collected during this work, along with the itemized inventory of these specimens, shall be deposited in a museum repository for permanent curation and storage.</li> </ul> <p>Mitigation Measure F-8: Human Remains</p> <p>If human remains are discovered at the Project site during construction, work at the specific construction site at which the remains have been uncovered shall be suspended, and the City Public Works Department and County coroner staff shall be immediately notified. If the remains are determined by the County coroner to be Native American, the NAHC shall be notified within 24 hours, and the guidelines of the NAHC shall be</p>	<p>On-going during any construction</p>	<p>City of Hemet – Engineering Division NAHC</p>		

**MMRP Table**

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
adhered to in the treatment and disposition of the remains.				
<b>IV.G Geology and Soils</b>				
<p>Mitigation Measure G-1: Expansive Soils</p> <p>Prior to the issuance of grading permits, a detailed geotechnical investigation report shall be submitted with engineered grading plans to further evaluate expansive soils, and provide site-specific recommendations to mitigate (e.g., removal and replacement of near surface soils with engineered fill) potential hazards as a result of expansive soils in accordance with the criteria and seismic design parameters of the UBC, CBC, and the SEAOC. The geotechnical report shall be prepared and signed/stamped by a Registered Civil Engineer specializing in geotechnical engineering and a Certified Engineering Geologist. Geotechnical rough grading plan review reports shall be prepared in accordance with the City of Hemet Grading Ordinance.</p>	On-going prior to issuance of grading permit	City of Hemet - Building & Safety Division		
<b>IV.I Hazards and Hazardous Materials</b>				
<p>Mitigation Measure I-1: Airport Safety</p> <p>Prior to approval of building permits, the applicant shall record Aviation Easements covering the entire parcel proposed for development to the County of Riverside as owner-operator of Hemet-Ryan Airport. (Contact the Riverside County Economic Development Agency – Aviation Division for further information.)</p> <p>Mitigation Measure I-2: Airport Safety</p> <p>Any outdoor lighting installed shall be hooded and shielded to prevent either the spillage of lumens or reflection into the sky.</p>	<p>On-going prior to issuance of building permit</p> <p>On-going prior to issuance of building permit</p>	<p>County of Riverside – Airport Land Use Commission</p> <p>City of Hemet – Planning Division</p> <p>City of Hemet – Planning Division/Building &amp; Safety Division</p>		

**MMRP Table**

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>Mitigation Measure I-3: Airport Safety</p> <p>The following uses shall be prohibited:</p> <p>a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.</p> <p>b. Any use which could cause sunlight to be reflected towards and aircraft engaged in an initial straight climb following takeoff or towards and aircraft engaged in a straight final approach towards a landing at an airport.</p> <p>c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.</p> <p>d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.</p>	<p>On-going prior to issuance of building permit</p>	<p>City of Hemet – Planning Division/Building &amp; Safety Division</p>		
<p>Mitigation Measure I-4: Airport Safety</p> <p>The following notice shall be given to all initial prospective buyers by the applicant or their successors in interest: Notice of Airport in Vicinity: This property is presently located in the vicinity of an airport, within what is know as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and</p>	<p>On-going prior to issuance of grading permit</p>	<p>City of Hemet – Planning Division/Building &amp; Safety Division</p>		

**MMRP Table**

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>determine whether they are acceptable to you. Business and Professions Code 11010 12(A).</p> <p>Mitigation Measure I-5: Wildland Fires</p> <p>Prior to issuance of a building permit, the applicants of any development north of Devonshire Avenue shall coordinate with the Hemet Fire Department or any other agency providing fire protection services to the City for review and approval of site plans and shall incorporate all appropriate recommendations into the design and construction of the development.</p>	On-going prior to issuance of building permit	City of Hemet - Fire Department		
<b>IV.L Noise</b>				
<p>Mitigation Measure L-1: Construction Noise</p> <p>During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project site.</p> <p>Mitigation Measure L-2: Construction Noise</p> <p>The construction contractor shall locate equipment staging in areas that would create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the Project site during all Project construction.</p> <p>Mitigation Measure L-3: Construction Noise</p> <p>The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. Haul routes shall not pass</p>	<p>On-going during all construction</p> <p>On-going during all construction</p> <p>On-going during all construction</p>	<p>City of Hemet, Building &amp; Safety Division</p> <p>City of Hemet - Building &amp; Safety Division</p> <p>City of Hemet - Building &amp; Safety Division</p>		

**MMRP Table**

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>sensitive land uses or residential dwellings.</p> <p>Mitigation Measure L-4: Construction Noise</p> <p>Prior to any construction activities, the Project Developer shall notify all land uses in the vicinity of the construction site of the construction schedule.</p> <p>Mitigation Measure L-5: Construction Noise</p> <p>Prior to any construction activities, the contact name and number of the Project contractor or County staff to receive noise complaints shall be posted in a location readily visible to off-site land uses.</p> <p>Mitigation Measure L-6: Construction Noise</p> <p>All construction activities shall occur between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May. Saturday construction shall be permitted between the hours of 7:00 a.m. and 6:00 p.m. Sunday construction shall be prohibited. Exceptions to these standards may be granted only by the City building official and/or the City Council.</p> <p>Mitigation Measure L-7: Construction Noise</p> <p>Any mass grading activity within 200 feet of a sensitive receptor shall require the installation of a temporary noise attenuation fence.</p> <p>Mitigation Measure L-8: On-Site Traffic Noise</p> <p>To satisfy the City of Hemet’s 65 dBA CNEL exterior noise level standard for noise-sensitive residential land uses, a 6.0-foot high noise barrier shall be constructed at the following locations within the Project site:</p>	<p>On-going during all construction</p> <p>On-going during all construction</p> <p>On-going during all construction</p> <p>On-going during all construction</p> <p>On-going prior to issuance of building permit</p>	<p>City of Hemet - Building &amp; Safety Division/Planning Division</p> <p>City of Hemet - Building &amp; Safety Division/Planning Division</p>		

**MMRP Table**

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<ul style="list-style-type: none"> <li>• Lots facing Warren Road, north of Florida Avenue, in Planning Area 5.</li> <li>• Lots facing Myers Street, between Driveway 10 and Florida Avenue, in Planning Area 3.</li> <li>• Lots facing Devonshire Avenue, between Old Warren Road and Driveway 3, in Planning Areas 8 and 9.</li> <li>• Lots facing Devonshire Avenue between Driveway 3 and Driveway 6, in Planning Areas 7 and 9.</li> <li>• Lots facing Devonshire Avenue, between Driveway 6 and Myers Street, in Planning Area 10.</li> </ul> <p>The noise barrier must weigh at least 4.0 pounds per square foot of face area and have no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The noise barrier may be constructed using one of the following alternative materials:</p> <ul style="list-style-type: none"> <li>• Masonry block.</li> <li>• Stucco veneer over wood framing (or foam core), or 1-inch thick tongue and groove wood of sufficient weight per square foot.</li> <li>• Glass (1/4-inch thick), or other transparent material with sufficient weight per square foot.</li> <li>• Earthen berm.</li> <li>• Any combination of these construction materials.</li> </ul> <p>The barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts should not be made. All gaps (except for weep holes) should be filled with grout or caulking.</p>				
<b>IV.N Public Services</b>				



MMRP Table

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>Area shall contribute their fair-share towards the identified improvements prior to the issuance of the first building permit for the individual development project. The funds for these improvements shall be held in an account administered by the City and used to construct the facilities identified. The City shall enter into a fee credit and reimbursement agreement with the developer responsible for constructing the actual improvements.</p> <p>Intersection 9: Warren Road/Devonshire Avenue</p> <ul style="list-style-type: none"> <li>• Install a traffic signal</li> <li>• Construct a northbound left-turn lane</li> <li>• Construct a southbound left-turn lane</li> <li>• Construct an eastbound left-turn lane</li> <li>• Construct a westbound left-turn lane</li> </ul> <p>This improvement shall be constructed by the master developer, or developer for an individual development project within the Specific Plan Area, on or before the issuance of the building permit for the 718 equivalent dwelling unit (EDU) within the Specific Plan Area.</p> <p>Intersection 12: Warren Road/Auto Boulevard</p> <ul style="list-style-type: none"> <li>• Install a traffic signal</li> </ul> <p>This improvement shall be constructed by the master developer, or a developer for an individual development project within the Specific Plan Area, on or before the issuance of the building permit for the 1,193 EDU within the Specific Plan Area.</p> <p>Mitigation Measure O-2: Intersection and Roadway Segment LOS</p> <p>Improvements for Project Cumulative Contribution to Near-Term (2015) and General Plan Cumulative Buildout (2035) Impacts. The master</p>	<p>On-going prior to issuance of building permit</p>	<p>City of Hemet – Engineering Division</p>		

**MMRP Table**

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>developer or a developer of an individual project within the Specific Plan Area shall participate in the funding of improvements to mitigate cumulative traffic conditions through the payment of City Development Impact Fees (DIF) and Transportation Uniform Mitigation Fees (TUMF) in the amount and at the time specified for each funding program. Refer to Table IV.O-20 for the list of improvements that are included in DIF and TUMF.</p> <p>Mitigation Measure O-3: Intersection and Roadway Segment LOS</p> <p>Improvements for Non-DIF or TUMF projects. To the extent that an identified traffic improvement is not included, or is only partially included, in either DIF and/or TUMF (refer to Table IV.O-20 for the list of improvements that are not included within DIF and TUMF), the master developer of a developer of an individual development project within the Specific Plan Area shall make a fair-share payment to the City in proportion to the individual project’s applicable portion of the entire Specific Plan’s percentage fair-share contribution for each identified, cumulatively impacted intersection toward the intersection improvements listed on Table IV.O-20, prior to issuance of a building permit for such individual development. During the review process for each individual development project within the Specific Plan Area, the developer shall have a qualified traffic engineer calculate the portion of the total peak-hour Specific Plan traffic trips associated with the individual project’s contribution to cumulatively impacted intersections that are not included in DIF or TUMF. Such an assessment shall be conducted consistent with the Ramona Creek TIA prepared by Urban Crossroads dated February 12, 2014 and included as Appendix IV.O of the Draft EIR) and shall use the same methodology as the Ramona Creek TIA (e.g., trip generation rates, distribution, etc.) as contained therein. The fair-share payments shall be held in an account administered by the City and shall be used by the City</p>	<p>On-going prior to issuance of building permit</p>	<p>City of Hemet – Engineering Division</p>		

**MMRP Table**

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
or third party to construct the identified traffic improvements, in order to achieve acceptable LOS for the intersections impacted by the project and other cumulative development.				
<b>IV.P Utilities and Service Systems</b>				
<p>Mitigation Measure P-1: Solid Waste</p> <p>The construction contractor shall only contract for waste disposal services with a company that recycles demolition and construction-related wastes. The contract specifying recycled waste service shall be presented to the Building and Safety Division prior to approval of Certificate of Occupancy.</p>	<p>On-going during any construction</p> <p>On-going prior to approval of certificate of occupancy</p>	<p>City of Hemet, Building &amp; Safety Division/Public Works Department</p> <p>City of Hemet – Public Works Department</p>		
<p>Mitigation Measure P-2: Solid Waste</p> <p>To facilitate on-site separation and recycling of construction-related wastes, the construction contractor should provide temporary separation bins onsite during demolition.</p>	<p>On-going during any construction</p>	<p>City of Hemet - Building &amp; Safety Division/Public Works Department</p>		
<p>Mitigation Measure P-3: Solid Waste</p> <p>Trash service may be individual or centralized collection, as is appropriate for the design of each area of the Project.</p>	<p>On-going prior to issuance of certificate of occupancy</p>	<p>City of Hemet – Building &amp; Safety Division/Public Works Department</p>		
<p>Mitigation Measure P-4: Solid Waste</p> <p>Individual collection is trash collection that is provided at each unit. Homes serviced using individual containers shall have a minimum of nine square feet of designated space for each container and the space to store two containers. The container storage space does not have to be contiguous or indoors. The approved floor plan must identify the container storage area.</p>	<p>On-going prior to issuance of certificate of occupancy</p>	<p>City of Hemet – Building &amp; Safety/Public Works Department</p>		

**MMRP Table**

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>Mitigation Measure P-5: Solid Waste</p> <p>Centralized collection areas provide common trash bins for projects without individual containers. Walking distance to a bin or compactor should be less than 250 feet from the door of the facility it serves. Unless a larger area is specifically required by the trash hauler based upon the proposed use, common refuse and recycling enclosures shall have a minimum interior dimension of ten square feet.</p>	On-going prior to issuance of certificate of occupancy	City of Hemet – Building & Safety Division/Public Works Department		
<p>Mitigation Measure P-6: Solid Waste</p> <p>Centralized trash collection areas shall be enclosed within a building or screened with masonry walls having a minimum height of six feet with self-latching gates. Access gates or doors to any trash area not enclosed within a building are to be of opaque material. Screening and enclosures shall be designed to be architecturally compatible with the building and landscape design in terms of material, color, shape, and size. Refuse and recycling receptacles shall be completely screened from public rights-of-way and parking areas through site orientation, enclosures, and/or landscaping, and shall be situated so as to eliminate noise and visual intrusion and eliminate fire hazards.</p>	On-going prior to issuance of certificate of occupancy	City of Hemet – Building & Safety Division/Public Works Department		
<p>Mitigation Measure P-7: Solid Waste</p> <p>The certified waste hauler contracted by the developer(s) shall implement a curbside recycling program within the proposed project. The contract shall also include provisions for separating lawn trimmings and other green waste for recycling. The responsibility for the waste hauler contract shall ultimately be transferred from the developer to the homeowner’s association for residential areas or property owner for non-residential areas.</p>	On-going prior to issuance of certificate of occupancy	City of Hemet – Building & Safety Division/Public Works Department		

**MMRP Table**

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>Mitigation Measure P-8: Solid Waste</p> <p>All commercial use shall be required to provide trash compactors for non-recyclable wastes. Each separate building in the Commercial Mixed-Use District shall provide one refuse bin and one recycling bin, or as required by trash provider.</p>	<p>On-going prior to issuance of certificate of occupancy</p>	<p>City of Hemet – Building &amp; Safety Division/Public Works Department</p>		
<p>Mitigation Measure P-9: Solid Waste</p> <p>Prior to recordation of the first subdivision map on the property, a comprehensive waste-recycling program for the City shall be submitted and approved by the City’s waste hauler.</p>	<p>On-going prior to issuance of certificate of occupancy</p>	<p>City of Hemet – Engineering Division/Public Works Department</p>		

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## **APPENDIX**

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### **APPENDIX A: COMMENT LETTERS**

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**APPENDIX A**

**COMMENT LETTERS**

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**Ron Running**

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**From:** Guerin, John <JGUERIN@rctlma.org>  
**Sent:** Thursday, May 01, 2014 6:08 PM  
**To:** Deanna Elliano; Ron Running; Carole Kendrick  
**Subject:** Notice of Availability - Ramona Creek Specific Plan and General Plan Amendment Draft Program EIR

Thank you for providing the Riverside County Airport Land Use Commission (ALUC) with a Notice of Availability for the Draft Program Environmental Impact Report for the above-referenced project (SCH#2013021051), which was received by this office on March 24, 2014. The Draft EIR analyzes the environmental impacts of the proposed adoption of General Plan Amendment No. 12-005, Specific Plan No. 12-001 (Ramona Creek Specific Plan), and Tentative Tract Map No. 36510. The project is located in Airport Area III of the Hemet-Ryan Airport Influence Area. As the project includes a Specific Plan and General Plan Amendment, ALUC review is mandatory. The project applicant submitted these cases for ALUC review on March 25, and the cases have been scheduled for hearing before ALUC on Thursday, May 8. A staff report has been prepared and is available online at [www.rcaluc.org](http://www.rcaluc.org) (click Agendas and go to 05 08 14).



Community Development Department  
595 South San Jacinto Avenue  
San Jacinto, CA 92583  
(951) 487-7330  
Fax (951) 654-3728

May 2, 2014

Ms. Deanna Elliano  
Community Development Director  
City of Hemet  
445 East Florida Avenue  
Hemet, CA 92543

Subject: Ramona Creek Specific Plan and Draft Program Environmental Impact Report

Dear Ms. Elliano:

Thank you for the opportunity to comment on the Ramona Creek Specific Plan and Environmental Impact Report (EIR), and Traffic Analysis.

The City is providing the following comments and requests for conditions of approval to be placed on the Specific Plan and related applications to address the impacts of the proposed development on City of San Jacinto streets.

The Traffic Analysis prepared by Urban Crossroads, references the use of Transportation Uniform Mitigation Fees (TUMF) and City of Hemet Development Impact Fees (DIF), for financing the construction of the regional and local infrastructure. This assumption to use fees is typical and commonly used by Traffic Engineers, as mitigation to the traffic impacts. Although TUMF and DIF are appropriate financing tools, they do not relieve traffic congestion and direct impacts to the surrounding roads, as completion of improvements would. The better scenario is for the developer(s) to build the offsite improvements and apply for TUMF and DIF credits.

Based on the City's review of the Ramona Creek Specific Plan, EIR, and Traffic Analysis, it has been determined that Warren Road in San Jacinto will serve as a major street to the project. Esplanade Avenue from Warren Road to Sanderson Avenue will also serve the project.

Ms. Deanna Elliano, Community Development Director  
City of Hemet  
May 2, 2014  
Page 2

To address the traffic impacts created by the Ramona Creek Specific Plan, the City of San Jacinto requests the following conditions of approval be included:

Improve Warren Road north to Cottonwood Avenue. These improvements shall include street widening and signalization at the intersection of Esplanade Avenue and Warren Road.

Improve Esplanade Avenue from Warren Road east to Sanderson Avenue, and the south side of Esplanade east of Sanderson Avenue to the shopping center signal, and complete signal improvements that may be needed to the existing signal.

If you have any questions or comments regarding this request, please contact me or City Engineer Habib Motlagh at (951) 487-7330.

Sincerely,



Mary E. Lanier, Planning Consultant

c: Tim Hults, City Manager  
Habib Motlagh, City Engineer



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(Cont.)



May 5, 2014

Dr. Barry L. Kayrell  
Superintendent

Ms. Deanna Elliano  
Community Development Director  
City of Hemet  
445 E Florida Avenue  
Hemet, CA 92543

Dr. LaFaye Platter  
Deputy Superintendent

Dr. David Horton  
Assistant Superintendent

Vince Christakos  
Assistant Superintendent

**Re: Ramona Creek Specific Plan SP 12-001, General Plan  
Amendment GPA 12-005, Tentative Tract Map 36510 and  
Draft Environmental Impact Report**

Dear Ms. Elliano:

**Professional Development  
Service Center**

1791 W. Acacia Avenue  
Hemet, CA 92545  
(951) 765-5100  
Fax: (951) 765-5115

**Professional Development  
Academy**

2085 W. Acacia Avenue  
Hemet, CA 92545  
(951) 765-5100  
Fax: (951) 765-6421

[www.hemetusd.k12.ca.us](http://www.hemetusd.k12.ca.us)

**Governing Board**

Paul Bakkom  
Dr. Lisa DeForest  
Marilyn Forst  
Vic Scavarda  
James Smith  
Ross Valenzuela  
Joe Wojcik

The Hemet Unified School District (“District” or “HUSD”), is in receipt of the City of Hemet’s (“City”) transmittal and supporting documentation for the Specific Plan SP 12-001, General Plan Amendment GPA 12-005, Tentative Tract Map 36510 and Draft Environmental Impact Report (“DEIR”) for Ramona Creek (“Ramona Creek” or “Project”), dated April 21, 2014. Ramona Creek is located at the northwest corner of Florida Avenue and Meyers Street on approximately 200 acres. The Project proposes a Commercial Mixed Use District, Village Residential District, Medium Density Residential District, Low Medium Density Residential District and an Open Space District. Up to 1,077 dwelling units of varying types and densities are allowed, some of which may or may not become senior-restricted.

Also proposed are the Mixed Use Overlay and School Overlay, to allow developers to respond to market conditions and the ability to provide flexibility within the Project. The School Overlay allows for the construction of a 12 acre elementary school in the northeast portion of the Project, within Planning Area 10. HUSD is pleased that Regent Properties has included an option for a 12 acre elementary school site within the Project, and that the option with the school site is the primary Project in the DEIR.

HUSD has attended several Development Review Committee meetings with the City and Regent Properties, in addition to having submitted written comments on November 28, 2012 regarding the Project. To date, all of HUSD’s concerns regarding Ramona Creek have been addressed. In addition, the many goals and policies developed in the Ramona Creek Specific Plan and DEIR relating to school facilities will benefit both HUSD and the City.

Regent Properties proposes to mitigate its impact from the Project on HUSD by the payment of standard School Fees. Currently, HUSD charges a Level 2 School Fee of \$4.00/sq ft for residential construction and a Level 1 School Fee of \$0.51/sq ft for commercial/industrial and senior residential



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Ms. Deanna Elliano, Community Development Director  
May 5, 2014  
Page 2

HEMET UNIFIED SCHOOL DISTRICT  
(HUSD) (Cont.)

construction. On June 23, 2014 the Level 1 School Fee for commercial/industrial and senior residential construction will increase to \$0.54/sq ft.

HUSD applauds Regent Properties and the City for this well-planned project and believes that Ramona Creek will become an asset to the community. If you have any questions or comments please contact me at (951) 765-5100 x5465 or [jbridwell@hemetUSD.k12.ca.us](mailto:jbridwell@hemetUSD.k12.ca.us).

↑  
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(cont.)

Sincerely,



Jesse Bridwell  
Facilities Planner

Chairperson:  
Mary Bear Magee

Vice Chairperson:  
Darlene Miranda

Committee Members:  
Evie Gerber  
Bridgett Barcello Maxwell  
Richard B. Searce, III  
Germaine Arenas

Director:  
Gary DuBois

Coordinator:  
Paul Macarao

Cultural Analyst:  
Anna Hoover



**PECHANGA CULTURAL RESOURCES**  
*Temecula Band of Luiseño Mission Indians*

Post Office, Box 2183 • Temecula, CA 92593  
Telephone (951) 308-9295 • Fax (951) 506-9491

May 5, 2014

**VIA E-Mail and USPS**

Ms. Deanna Elliano  
Community Development Director  
City of Hemet Community Development  
445 E. Florida Avenue  
Hemet, CA 92543

**Re: Pechanga Tribe Comments on the Draft Program Environmental Impact Report for the Ramona Creek Specific Plan and General Plan Amendment (SCH No. 2013021051)**

Dear Ms. Elliano;

This comment letter is submitted by the Pechanga Band of Luiseño Indians (hereinafter, "the Tribe"), a federally recognized Indian tribe and sovereign government, in response to receipt of the March 2014 Draft Program Environmental Impact Report (DPEIR) for the above named project.

The Tribe is in agreement with the proposed mitigation measures for cultural resources as presented in the document for this Project and request that they be incorporated into the final DPEIR and added as conditions of approval for the Project. Hemet is a culturally significant area and the Tribe appreciates the opportunity to preserve and protect the sensitive Luiseño cultural resources in the area.

Based upon the information provided to the Tribe, there are no known cultural resources located within the Project boundaries. However, we know that, contrary to the information provided in the archaeological study, there are two villages located to the north and west of this Project. Nevertheless, we know that the sensitivity of this Project lies with the potential to impact subsurface, unknown cultural resources during earthmoving activities. At this time, the Tribe thanks the City of Hemet for working closely with us to develop appropriate and adequate mitigation measures. These are identified in the DPEIR as F-1 to F-6 & F-8 and have been copied below for reference. We request that these measures/conditions of approval, with the requested changes, be incorporated into the final DPEIR and any other final environmental documents approved by the County.

F-1: Prior to beginning project construction, the Project Developer(s) shall retain an City of Hemet-approved archaeological monitor to monitor all ground-disturbing activities, including off-site grading, in an effort to identify any unknown

Pechanga Comment Letter to the City of Hemet  
Re: Pechanga Tribe Comments on the DPEIR for Ramona Creek  
May 5, 2014  
Page 2

archaeological resources. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation in consultation with the appropriate local Tribe or Band, in accordance with the Treatment and Monitoring Agreement required in Mitigation Measure F-2.

F-2: At least 30 days prior to beginning project construction, the Project Developer(s) shall contact the appropriate local Tribe or Band to notify them of grading, excavation, and the monitoring program, and to coordinate with the City and the Tribe or Band to develop a Cultural Resources Treatment and Monitoring Agreement. The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of Native American Tribal or Band monitors during on-site and off-site grading, excavation, and ground disturbing activities; project grading and development scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.

F-3: Prior to beginning project construction, the project archaeologist shall file a pre-grading report with the City (if required) to document the proposed methodology for grading activity observation. Said methodology shall include the requirement for a qualified archaeological monitor to be present and to have the authority to stop and redirect grading activities. In accordance with the agreement required in Mitigation Measure F-2, the archaeological monitor's authority to stop and redirect grading shall be exercised in consultation with the appropriate local Tribe or Band in order to evaluate the significance of any archaeological resources discovered on the property. Tribal or Band monitors shall be allowed to monitor all on-site and off-site grading, excavation, and groundbreaking activities, and shall also have the authority to stop and redirect grading activities in consultation with the project archaeologist. The archaeologist shall also be responsible for a post-grading monitoring report to be submitted to the City, the Project Developer(s), the Eastern Information Center, and the Pechanga Tribe ~~or~~ and the Soboba Band of Luiseno Indians no later than 45 days after completion of all monitoring activities.

F-4: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts that are found on the project area to the appropriate local Tribe or Band for proper treatment and disposition as outlined in the Treatment and Monitoring Agreement required in Mitigation Measure F-2.

F-5: All sacred sites, should they be encountered within the Project area, shall be treated in accordance with the Treatment and Monitoring agreement required in Mitigation Measure F-2.

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(Cont.)

Pechanga Comment Letter to the City of Hemet  
Re: Pechanga Tribe Comments on the DPEIR for Ramona Creek  
May 5, 2014  
Page 3

F-6: If inadvertent discoveries of subsurface archaeological resources are discovered during grading, the Project Developer(s), the project archaeologist, and the appropriate local Tribe or Band shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. If the Project Developer(s) and the Tribe or Band cannot agree on the significance or the mitigation for such resources, these issues shall be presented to the City's Community Development Director for decision. The City shall make the determination based on the provisions of CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Tribe or Band.

F-7: Not applicable

F-8: If human remains are discovered at the Project site during construction, work at the specific construction site at which the remains have been uncovered shall be suspended, and the City Public Works Department and County coroner shall be immediately notified. If the remains are determined by the County coroner to be Native American, the NAHC shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains.

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(Cont.)

The Pechanga Tribe looks forward to continuing to work together with the City of Hemet in protecting the invaluable Pechanga cultural resources found in the City. Please contact me at 951-770-8104 if you have any questions or comments.

Sincerely,



Anna M. Hoover  
Cultural Analyst

cc: Pechanga Office of the General Counsel

WARREN D. WILLIAMS  
General Manager-Chief Engineer



1995 MARKET STREET  
RIVERSIDE, CA 92501  
951.955.1200  
FAX 951.788.9965  
www.rcflood.org  
160206  
SKM:bad

RIVERSIDE COUNTY FLOOD CONTROL  
AND WATER CONSERVATION DISTRICT

City of Hemet  
Planning Department  
445 E. Florida Avenue  
Hemet, California 92543

Attention: Deanna Elliano

Ladies and Gentlemen:

Re: DEIR for Ramona Creek (SP12-001), GPA12-005

The District does not normally recommend conditions for land divisions or other land use cases in incorporated cities. The District also does not plan check city land use cases, or provide State Division of Real Estate letters or other flood hazard reports for such cases. District comments/recommendations for such cases are normally limited to items of specific interest to the District including District Master Drainage Plan facilities, other regional flood control and drainage facilities which could be considered a logical component or extension of a master plan system, and District Area Drainage Plan fees (development mitigation fees). In addition, information of a general nature is provided.

The District has not reviewed the proposed project in detail and the following checked comments do not in any way constitute or imply District approval or endorsement of the proposed project with respect to flood hazard, public health and safety or any other such issue:

- No comment.
- This project would not be impacted by District Master Drainage Plan facilities nor are other facilities of regional interest proposed.
- This project involves District Master Plan facilities. The District will accept ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection and administrative fees will be required.
- This project proposes channels, storm drains 36 inches or larger in diameter, or other facilities that could be considered regional in nature. The District would consider accepting ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection and administrative fees will be required.
- This project is located within the limits of the District's Salt Creek Channel-Winchester/North Hemet/Hemet Regional Area Drainage Plan for which drainage fees have been adopted; applicable fees should be paid by cashier's check or money order only to the Flood Control District or City prior to issuance of grading permits. Fees to be paid should be at the rate in effect at the time of issuance of the actual permit.
- An encroachment permit shall be obtained for any construction related activities occurring within District right of way or facilities. For further information, contact the District's encroachment permit section at 951.955.1266.

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GENERAL INFORMATION

This project may require a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board. Clearance for grading, recordation, or other final approval should not be given until the City has determined that the project has been granted a permit or is shown to be exempt.

If this project involves a Federal Emergency Management Agency (FEMA) mapped flood plain, then the City should require the applicant to provide all studies, calculations, plans and other information required to meet FEMA requirements, and should further require that the applicant obtain a Conditional Letter of Map Revision (CLOMR) prior to grading, recordation or other final approval of the project, and a Letter of Map Revision (LOMR) prior to occupancy.

If a natural watercourse or mapped flood plain is impacted by this project, the City should require the applicant to obtain a Section 1602 Agreement from the California Department of Fish and Game and a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers, or written correspondence from these agencies indicating the project is exempt from these requirements. A Clean Water Act Section 401 Water Quality Certification may be required from the local California Regional Water Quality Control Board prior to issuance of the Corps 404 permit.

Very truly yours,

HENRY OLIVO  
Engineering Project Manager

Date: 4/1/2014

**SCANNED  
RECEIVED**

**APR 16 2014**

**PLANNING DEPT**

Attachment: Map

c: Riverside County Planning Department  
Attn: Kristi Lovelady





April 4, 2014

Deanna Elliano  
Community Development Director  
City of Hemet  
445 East Florida Ave  
Hemet, CA 92543

Riverside Transit Agency  
1825 Third Street  
P.O. Box 59968  
Riverside, CA 92517-1968  
Phone: (951) 565-5000  
Fax: (951) 565-5001

Subject: Ramona Creek Specific Plan

RECEIVED

APR - 7 2014

PLANNING DEPT

Dear Ms. Elliano:

Thank you for the opportunity for Riverside Transit Agency (RTA) to comment on the Draft Program Environmental Impact Report for the Ramona Creek Specific Plan. RTA currently has service in the area with Route 27, a regional route which serves the cities and communities of Hemet, Valle Vista, Romoland, Menifee, Sun City, Perris, Woodcrest, and Riverside. It is anticipated that this project will cause an increase in transit demand due to the proposed commercial, residential, and educational land uses. Therefore, it is recommended that a bus stop, compliant with the Americans with Disabilities Act (ADA), be incorporated into the project.

RTA recommends that a bus stop be placed along Florida Avenue far side of "A" Street (Attachment A). Bus stop specifications vary by location and jurisdiction, but the following are some general guidelines.

- Integrate methods that will allow buses to stop at transit stops while not disrupting vehicular traffic.
  - One strategy is to having the outer traffic lane twenty feet wide, including the bike lane. While this creates a safer condition for the bus to stop, it also provides a greater distance between pedestrians and vehicular traffic.
  - In cases where the outer lane is less than twenty feet wide, consider a turnout for the bus at the stop location. (Exhibit A).
- Have transit stops located at far side locations from intersections where traffic is likely to be clear -allowing buses easier mobility (Exhibits B & C).
- Similar to sidewalks, accessibility to transit stops must meet ADA requirements. A part of that requirement is having a continuous paved connection to and from the stop. Most commonly, these are sidewalks and at the stop itself, provide clearance for wheelchair movement (Exhibit D).
- Provide amenities for transit users such as lighting, shelters and benches.

As these recommendations illustrate, public transportation is a viable alternative to mitigating traffic and is a valuable asset for residents and businesses in the City of Hemet. For more information on design guidelines for bus transit service, please see RTA's *Design Guidelines for Bus Transit* document at [www.riversidetransit.com](http://www.riversidetransit.com), under publications.

Please do not hesitate to contact me with any questions by phone at (951) 565-5134 or email at [llovegren@riversidetransit.com](mailto:llovegren@riversidetransit.com).

Sincerely,

A handwritten signature in blue ink, appearing to read "Leif Lovegren", with a long horizontal flourish extending to the right.

Leif Lovegren  
Planning Analyst

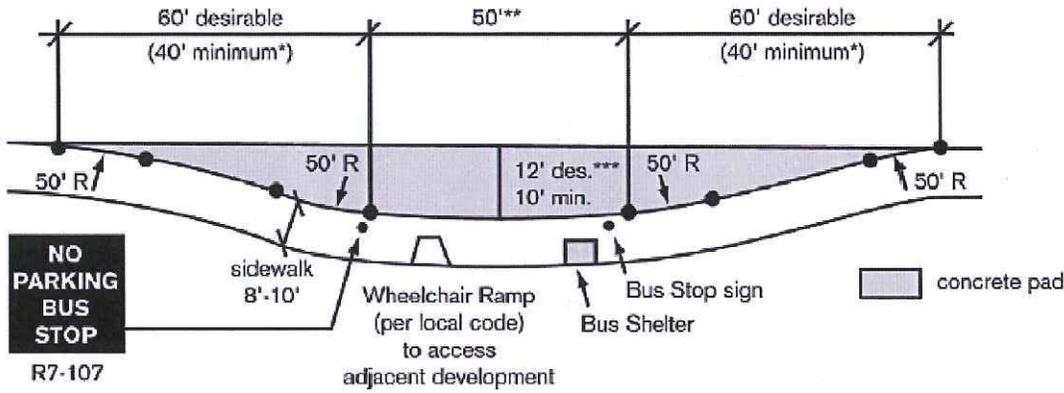
Cc: Sam Wattana, Stops and Zones Supervisor

**Exhibit A:**

FIGURE 31

**Design parameters for large bus turnout**

Not to scale

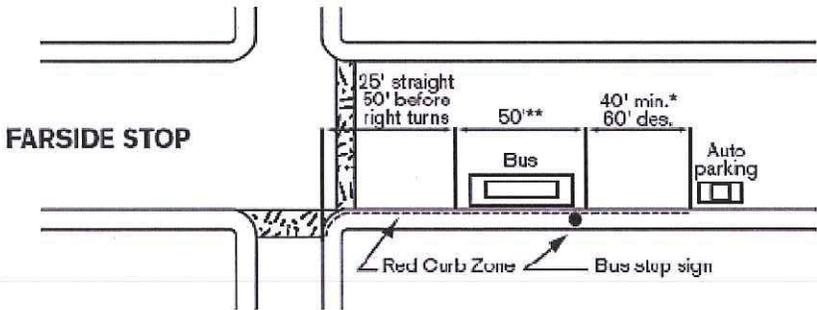


\* 40' minimum for low speed and low volume streets; 60' desirable for high speed and high volume streets.

\*\* This 50' berth is for a single 40' vehicle. For articulated vehicles, a 70' berth is necessary.

\*\*\* 10' minimum for low speed and low volume streets; 12' desirable for high speed and high volume streets

**Exhibit B:**



\* 40' minimum for low speed and low volume streets 60' desirable for high speed and high volume streets.

\*\* This 50' berth is for a single large 40' long vehicle. For articulated vehicles, a 70' berth is necessary. These dimensions are for one bus position only; if more positions are required at a stop, see Figure 9 on how to estimate the length needed for multiple berths.

**Exhibit C:**



(Example of far side bus turnout)

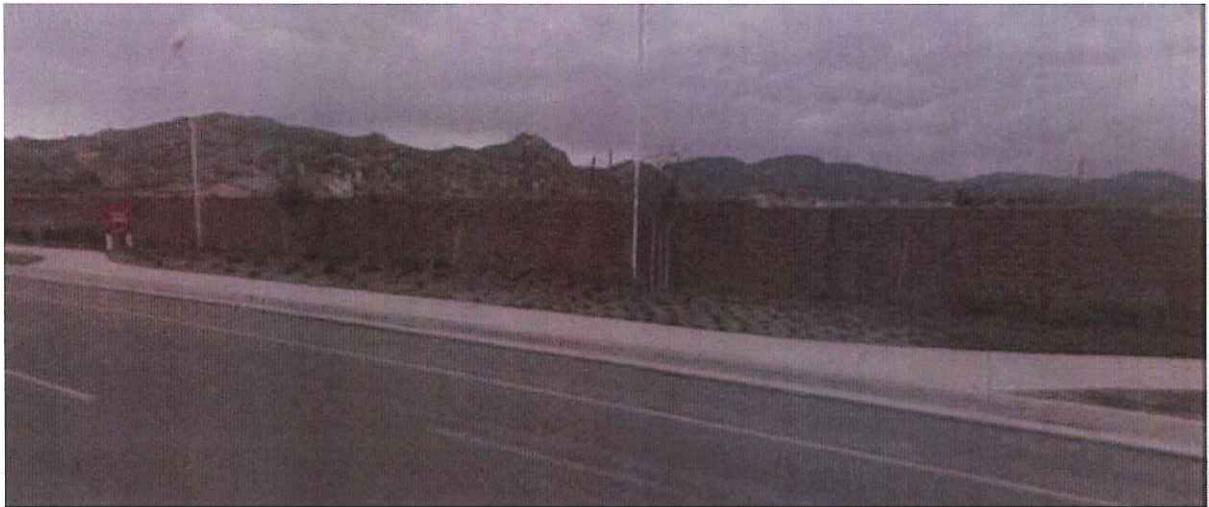


(Example of far side and near side bus turnouts)

**Exhibit D:**

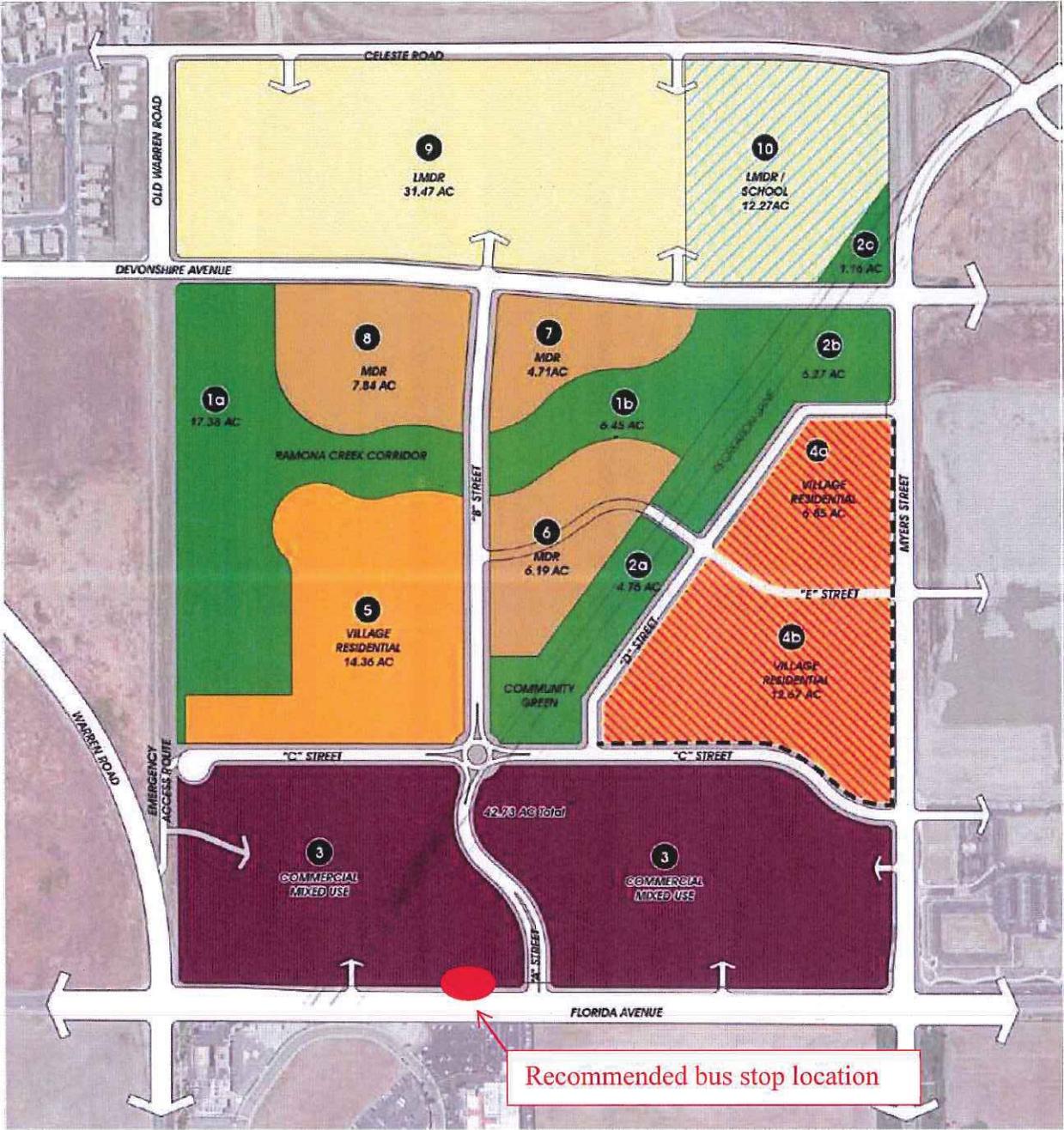


(Sidewalks separated from the street by grass are not ADA compliant for bus stops)



(Sidewalk designs should eliminate landscape buffering to comply with ADA law)

Attachment A:





May 5, 2014

Deanna Elliano  
Community Development Director  
City of Hemet  
445 East Florida Avenue  
Hemet, CA 92543  
delliano@cityofhemet.org

Re: Ramona Creek Specific Plan and Draft Program Environmental Impact Report

Southern California Edison (SCE) appreciates the opportunity to review and provide comments on the Draft Program Environmental Impact Report for the Ramona Creek Specific Plan. The Ramona Creek Specific Plan proposes a long-range plan for development of the Project site (approximately 208.87 acres) with a multiple-use commercial and residential community concentrated around open space amenities, with approximately 594 residential units and 649,044 square feet of commercial land uses. The Specific Plan also allows for alternative development scenarios based on market conditions over time, with flexibility up to a maximum of 1,077 dwelling units or a maximum of 760,035 square feet of commercial/office uses, with a corresponding reduction in other uses. The project also includes all related infrastructure to serve the development, including circulation elements, on-site drainage facilities, and utilities.

SCE is the electrical service provider for the City of Hemet and maintains an electrical system that consists of a network of electrical facilities (transmission, distribution, and supporting appurtenances) within the City. SCE has not evaluated the electric service requirements for the proposed project. Based on the scope of the project, it may require upgrades to SCE's electric system and infrastructure. To initiate the service evaluation, SCE requests that the project developer contact our Local Planning Department at (951) 928-8290. The project developer will be responsible for the costs of any new distribution and/or line extension work, and any relocation of facilities required to accommodate the distribution line and/or service extensions required by SCE to serve the project.

1

SCE has reviewed the Draft EIR and respectfully requests removal of the following statement on page IV.P-35, "Per the City's General Plan, SCE also recognizes that high voltage overhead lines are generally considered to have a negative visual impacts; therefore SCE participates with efforts to underground regular overhead utility lines." Thanks again for the opportunity to review the Draft EIR. SCE looks forward to working with the City and the developer on the proposed project. If you have any questions regarding this letter, please do not hesitate to contact me at [Raymond.Hicks@sce.com](mailto:Raymond.Hicks@sce.com) or (951) 928-8238.

Sincerely,

A handwritten signature in blue ink that reads "Raymond Hicks".

Raymond Hicks  
Local Public Affairs Region Manager  
Southern California Edison Company



EDMUND G. BROWN JR.  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX  
DIRECTOR

May 6, 2014

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

Subject: Ramona Creek Specific Plan (SP 12-001) and General Plan Amendment (GPA 12-005)  
SCH#: 2013021051

Dear Carole Kendrick:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on May 5, 2014, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

A handwritten signature in cursive script that reads "Scott Morgan".

Scott Morgan  
Director, State Clearinghouse

RECEIVED

MAY 12 2014

Document Details Report  
State Clearinghouse Data Base

STATE CLEARINGHOUSE  
(SCH) (Cont.)

**SCH#** 2013021051  
**Project Title** Ramona Creek Specific Plan (SP 12-001) and General Plan Amendment (GPA 12-005)  
**Lead Agency** Hemet, City of

**Type** EIR Draft EIR

**Description** The Project is a Specific Plan to allow for development of the Project Site with a multiple-use commercial and residential community concentrated around open space amenities. The Project Applicant is requesting from the City a General Plan Amendment, Specific Plan Approval, Development Agreement, and Tentative Map. Other approvals/permits could be required by Responsible Agencies. Refer to attached NOP for more details about the Project.

**Lead Agency Contact**

**Name** Carole Kendrick  
**Agency** City of Hemet  
**Phone** 951 765 2373 **Fax**  
**email**  
**Address** 445 E. Florida Avenue  
**City** Hemet **State** CA **Zip** 92543

**Project Location**

**County** Riverside  
**City** Hemet  
**Region**  
**Lat / Long** 33° 44' 37.9" N / 117° 1' 58" W  
**Cross Streets** Florida Avenue and Myers Street  
**Parcel No.** 448030003  
**Township** 5S **Range** 1W **Section** 7S **Base**

**Proximity to:**

**Highways** Hwy 79  
**Airports** Hemet-Ryan Airport  
**Railways**  
**Waterways**  
**Schools**  
**Land Use** LU: Vacant, dry farming  
Z: A-5, R-1-6, M-2, C-2  
GP: Mixed-Use, Low-Density Residential

**Project Issues** Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects; Aesthetic/Visual

**Reviewing Agencies** Resources Agency; Department of Conservation; Department of Fish and Wildlife, Region 6; Cal Fire; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services, California; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 8; Air Resources Board; Regional Water Quality Control Board, Region 8; Native American Heritage Commission

**Date Received** 03/21/2014 **Start of Review** 03/21/2014 **End of Review** 05/05/2014

May 2, 2014

Attn: Deanna Elliano, Director  
Community Development Department  
City of Hemet  
445 East Florida Ave.  
Hemet, CA 92543



**Re: Ramona Creek Specific Plan Project (SP 12-001) and General Plan Amendment (GPA 12-005) Project- Draft Environmental Impact Report**

The Soboba Band of Luiseño Indians has reviewed the March 2014 Draft Environmental Impact Report and has drafted comments to this document accordingly. The tribe is concerned about protecting both the known resources within the project area, as well as inadvertent discoveries that may be encountered during the course of the project and therefore recommends **avoidance of all known cultural resources** within the project area. Below are comments and recommendations from the tribe in pertaining to the following sections of the DEIR:

**Section IV.F Cultural Resources  
Mitigation Measures (Archaeological Resources)**

- The Soboba Band requests **avoidance of all known cultural resources** within the project area.
- **Controlled grading must be incorporated into the Mitigation Measures.** It is imperative that conditions are established into the EIR for controlled grading in all sensitive areas.

- F-1 states, “Prior to the beginning project construction, the Project Developer(s) shall retain an archaeological monitor to monitor all ground-disturbing activities, including off site grading, in an effort to identify any unknown archaeological resources. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation in consultation with the appropriate tribe or band”

The Soboba Band requests that a Native American monitoring component be included as a mitigation measure for the Environmental Impact Report, which states that the Soboba Band be on site during all ground-disturbing activities, and have be consulted concerning cultural resources evaluations that are of prehistoric or proto-historic concerning of a Native American nature.

- F-2 states, “At least 30 days prior to construction, the Project Developer(s) shall contact the appropriate local Tribe or Band to notify them of grading to develop a Cultural resources Treatment and Monitoring Agreement...”

The Soboba Band is requesting that a Treatment and Dispositions Agreement between the developer and The Soboba Band be provided to the City of Hemet to the issuance of a grading permit and before conducting any additional archaeological fieldwork.

The Soboba Band of Luiseño Indians be named as a consulting tribal entity rather than “the appropriate local Tribe or Band”

1

2

3

4

- F-2 through F-5

These specifics will be detailed regarding treatment and disposition of cultural items will be discussed in the previously establish Treatment and Dispositions Agreement that will be in place between the tribe and the developer.

5

The Soboba Band of Luiseño Indians be named as a consulting tribal entity rather than “the appropriate local Tribe or Band”

6

The Soboba Band has been named Most Likely Descendent in the past by the Native American Heritage Commission for the City of Hemet.

7

- F-3, states “...Tribal or Band monitors shall be allowed to monitor all on and off site grading, excavation, and groundbreaking activities, and shall also have the authority to stop and redirect grading activities in consultation with the project archaeologist”.

8

The authority of an approved Tribal Monitor to halt or redirect grading or ground-disturbing activities shall have no bearing on whether or not an archaeologist is present at the time.

- F-3, states “... the archaeologist shall also be responsible for a post-grading monitoring report to be submitted to the City, the Project Developer(s), the Eastern Information Center, and the Pechanga Band or the Soboba Band of Indians no later than 45 days after competition of all monitoring activities”.

9

The Soboba Band of Luiseño Indians requests copies of all cultural resources documentation that is to be generated in efforts with this project regardless of which other tribes have also requested or not requested information.

- F-4, states “The landowner(s) shall relinquish ownership of all cultural objects, including sacred items, burial goods, all archaeological artifacts that are found on the Project area to the appropriate local Tribe or Band for proper treatment and disposition.”

10

The Soboba Band has been named Most Likely Descendent in the past by the Native American Heritage Commission for the City of Hemet.

Sincerely,

Joseph Ontiveros  
Cultural Resource Director  
Soboba Band of Luiseño Indians  
P.O. Box 487  
San Jacinto, CA 92581  
Phone (951) 654-5544 ext. 4137  
Cell (951) 663-5279  
[jontiveros@soboba-nsn.gov](mailto:jontiveros@soboba-nsn.gov)

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*PLANNING*  *COMMISSION*

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**MEETING MINUTES**

**DATE:** APRIL 1, 2014

**CALLED TO ORDER:** 6:00P.M.

**MEETING LOCATION:** City Council Chambers  
450 East Latham Avenue  
Hemet, CA 92543

**1. CALL TO ORDER:**

**PRESENT:** Chairman John Gifford, Vice Chairman Greg Vasquez, and  
Commissioner Michael Perciful

**ABSENT:** Commissioners Rick Crimeni and Vince Overmyer

**Invocation and Flag Salute:** Commissioner Michael Perciful

**2. PUBLIC COMMENTS:**

There were no members of the public who wished to address the commission regarding items not on the agenda.

**3. APPROVAL OF MINUTES:**

**A.** Minutes of the Planning Commission meeting of March 18, 2014

It was **MOVED** by Vice Chair Greg Vasquez and **SECONDED** by Commissioner Michael Perciful to **APPROVE** the Minutes of the Planning Commission meeting of March 18, 2014.

The **MOTION** was carried by the following vote:

**AYES:** Chairman John Gifford, Vice Chair Greg Vasquez, Commissioner Michael Perciful

**NOES:** None

**ABSENT:** Commissioners Vince Overmyer and Rick Crimeni

---

**PUBLIC HEARING ITEMS**

---

**4. RAMONA CREEK SPECIFIC PLAN NO. 12-001, GPA 12-005, TTM 36510 & DRAFT ENVIRONMENTAL IMPACT REPORT** - A request for Planning Commission review and recommendation to the City Council regarding the

1 establishment of the proposed Ramona Creek Specific Plan establishing 954  
2 residential units and 649,044 square feet of commercial space; consideration of an  
3 associated General Plan Amendment to the Land Use Element to modify the mix of  
4 residential units and commercial acreage in Mixed Use Area No. 1 and to change  
5 the land use designation on 44.9 acres from Low Density Residential (2.1 - 5.0  
6 d.u./ac.) to Low Medium Density Residential (5.1 - 8.0 d.u./ac.); and consideration  
7 of a master tentative tract map to subdivide the site into 37 large lots. The Planning  
8 Commission will also consider the Draft Environmental Impact Report (EIR) that has  
9 been prepared to assess the environmental effects of the project.

10  
11 **PROJECT APPLICANT INFORMATION:**

12  
13 **Owner: Regent Properties**  
14 **Authorized Agent: Daniel Gryczman, Regent Properties**  
15 **Project Location: Corner of W. Florida Ave. and Myers Street**  
16 **APN Information: 448-090-003**  
17 **Lot Area: 208.9+/- acres**  
18

19 (A detailed presentation was delivered by Planner Ron Running)

20  
21 Chairman Gifford asked a series of questions including the following:

- 22 1. Do the design guidelines call out numbers of trees or type of landscape for  
23 the drainage area, and can the Commission be assured that the pictures in the report  
24 accurately reflect what the drainage area will look like?  
25 2. In the commercial area, is there a possibility that some type of educational  
26 complex (university extension, etc.) could be established there?  
27 3. Have there been changes other than just residential density designations?  
28 4. Has there been discussion with EMWD concerning supplying water to this  
29 site, considering the drought concerns in Southern California?  
30

31 Planner Running replied that there are only slight changes in the density designations.  
32 Most of the work had to do with the refining of the Specific Plan, and he added the  
33 applicant could answer some of the other questions.  
34

35 Vice Chair Vasquez asked if there was going to be permitting required to use any of  
36 the recreational areas.  
37

38 Planner Running expressed his belief that there would be. However, the management  
39 structure of the park area has not yet been decided. They are hoping that Valley Wide  
40 will be the managing entity.  
41

42 Vice Chair Vasquez stated he felt the plan was a good one but wondered if there had  
43 been any study as to how this project might impact efforts to improve the downtown  
44 area.  
45

46 Planner Running stated that the applicant did provide a marketing analysis that  
47 concluded this project will be an attempt to capture the leakage that currently exists to  
48 outside communities.  
49  
50

1 CDD Elliano expressed the belief that this project would be complementary to the  
2 downtown area, in that this project is very different in scale than the downtown where  
3 the existing small lots would have to be purchased and assembled to provide the big-  
4 box types of retail establishments being proposed.

5  
6 Vice Chair Vasquez asked for more information about the MWD constraints, and  
7 Planner Running explained that there are two-6' foot diameter water pipelines that go  
8 through the easement right now. No structures are allowed over the pipelines, but  
9 some roads will be allowed to cross. The project is designed in increments in case  
10 more work needs to be done in the easement in the future. There is limited use where  
11 the pipes exist.

12  
13 Planner Running also explained the variations in densities, such as mixed use, village  
14 residential and single-family dwelling units.

15  
16 CDD Elliano added that the development will occur over multiple years, and in an effort  
17 to maintain flexibility, they are proposing many different alternative scenarios to make it  
18 most responsive to the marketplace as it evolves.

19  
20 Vice Chair Vasquez asked questions about neighborhood electric vehicles,  
21 sustainability and retention basins discharging in a metered fashion.

22  
23 Planner Running explained that part of the sustainability planning includes  
24 accommodations for hybrid vehicles, bicycles, parking facilities, NEV lanes. Also,  
25 storm water will be retained in the southern portion of the corridor and pumped out in a  
26 metered fashion through the pipeline to the south so as to control the rate of the water  
27 flow and prevent flooding. The size of the pipes could not handle a 100-year flood  
28 flow, so it would be retained and then pumped out over a period of time.

29  
30 Commissioner Perciful inquired about plans for accommodating new schools, as  
31 Whittier Elementary School is the second-most populated elementary school in the  
32 state of California.

33  
34 Planner Running said the plan has flexibility to allow for a school site, with CDD Elliano  
35 further explaining that it is up to the school district to purchase property to secure a  
36 school site. The plan has allowed for it; it is just when the school district is ready to  
37 move forward.

38  
39 Chairman Gifford opened the public hearing and invited the applicant to approach the  
40 lectern.

41  
42 Daniel Gryczman, executive vice president of Regent Properties, thanked the planning  
43 staff for two years of hard work in bringing this project forward and for the  
44 Commission's willingness to work through 4,000 pages of plan documents. He  
45 expressed the idea that flexibility is a future-looking method of telling the world that  
46 Hemet is open for business. He stated that getting the first "big fish" in the retail  
47 component will influence how the residential will be developed.

48  
49 He further indicated that his team did a full consultation regarding water issues, and he  
50 can call his consultants to testify, if needed.

1 Chairman Gifford again stated that he is particularly interested in the education  
2 component, wishing a four-year degree institution would be available in the Valley to  
3 keep the young people here.  
4

5 Mr. Gryczman noted what they had done in Menifee, sold land at a reduced price for a  
6 charter school, and stated they wanted to create different opportunities for different  
7 people. He also added that they were going to be doing all their own grading on-site  
8 for the recreational facilities, thereby reducing trucking impacts, and utilizing easement  
9 land for such things as outfields, with facilities such as amphitheaters and rest rooms  
10 being added on additional land they have added for recreational purposes.  
11

12 He ended his discussion by saying they were planning to put the higher-priced homes  
13 fronting the drainage area because the plan is to make that a beautiful amenity for the  
14 project and for the city.  
15

16 Chairman Gifford asked that the language in the plan for the drainage area be  
17 analyzed and developed in such a way that there is assurance that it will look as  
18 represented. Mr. Gryczman committed to work with the city on this issue.  
19

20 Joe Castaneda, JLC Engineering, 36263 Calle de Lobo, Murrieta, discussed the  
21 subject of metering and drainage in the event of substantial drainage, indicating  
22 fencing to close off the park and some residential areas. The drainage area will be  
23 lockable during a storm event by the City works department. Any water from nuisance  
24 flows, such as irrigation flows from people overwatering their lawns, would be collected  
25 and maintained, using a pump to deliver the water to a landscape system that would  
26 feed off the stored water.  
27

28 John Tanner, RBF Consulting, 40810 County Center Drive in Temecula, explained the  
29 process the applicants have successfully completed with the EMWD, including a water  
30 supply assessment which determined that they have the water needed to supply the  
31 project. The second component of the study is called a plan of service, which lays out  
32 the network of pipes for sewer, water, recycled water. That second component has  
33 been completed, as well.  
34

35 Tom Shollin, a property owner of Tres Cerritos East, stated he was here to support  
36 Ramona Creek, as it will help the property owners on the west side. Their only  
37 concern was trying to understand the drainage issues, and the applicant has allayed  
38 their concerns.  
39

40 Jeff Holbrook, 27132 B Paseo Espada, San Juan Capistrano, spoke in support of the  
41 applicant and applauded the concept of flexibility.  
42

43 Brian Rubin (no address given) asked if the drainage and landscaping would be done  
44 in phases or in the first phase.  
45

46 CDD Elliano explained that it would be done in stages; however, it is anticipated that  
47 the west side would go first. Staff and applicant spent a lot of time to make sure that  
48 when it's graded, the master graded landscaping plan is prepared and approved so  
49 when the development comes, all the amenities are provided in a reasonable time  
50 period.

1 Mr. Rubin stated he hopes the densities will stay as they are in the General Plan. He  
2 also asked about an HOA and LMD.

3  
4 CDD Elliano replied that there will be a number of maintenance mechanisms. There  
5 will be a master HOA that provides for the community areas. They are looking at a  
6 LMD or CFD that would take care of the drainage in the Ramona Creek area. There  
7 will probably be a property owner association for the commercial areas and individual  
8 HOAs for different types of development that might have internal recreational and  
9 landscaping amenities.

10  
11 Gene Hikel, Four Season's Community Awareness Committee, 8405 Singh Court,  
12 Hemet, applauded the thought, character and quality that Regent has put into this plan,  
13 stressing the importance of good governing bodies and amenities.

14  
15 Mr. Gryczman added some comments about the area north of Devonshire, which is  
16 currently low density residential. The reason Regent is asking for low median is  
17 because if a school comes in, to make this project work economically, they want to  
18 have the ability to move the density to the rest of the area.

19  
20 After closing the public hearing, Chairman Gifford asked for a motion.

21  
22 It was **MOVED** by Commissioner Michael Perciful and **SECONDED** by Vice Chair Greg  
23 Vasquez to **CONTINUE** the public hearing on this matter to the May 6, 2014 Planning  
24 Commission Meeting.

25  
26 The **MOTION** was carried by the following vote:

27  
28 **AYES:** Chairman John Gifford, Vice Chair Greg Vasquez, and Commissioner  
29 Michael Perciful.

30 **NOES:** None

31 **ABSENT:** Commissioners Vince Overmyer and Rick Crimeni

32  
33 (Ten-minute recess called by Chairman Gifford.)  
34

- 35  
36 5. **CONDITIONAL USE PERMIT NO. 13-005 (7 DAYS MARKET)** - A request for  
37 Planning Commission review and approval of a Conditional Use Permit allowing  
38 the construction and operation of fuel dispensers and a canopy in conjunction with  
39 an existing convenience store, and expansion of the hours of operation to 24  
40 hours a day, located on the northwest corner of Stanford Street and Florida  
41 Avenue, with consideration of an environmental exemption pursuant to CEQA  
42 Guidelines Section 15301.

43  
44 **PROJECT APPLICANT INFORMATION:**

45  
46 **Owner:** Sanjay Jariwala  
47 **Authorized Agent:** Nasser Moghadam  
48 **Project Location:** 3600 East Florida Avenue  
49 **Lot Area:** 0.62 Acres  
50

(Informational presentation by Carole Kendrick.)

Vice Chair Vasquez asked if the removal of the gas pumps in 1992 was something the city required. He also wondered if the applicant had a particular brand of gasoline they were planning to sell and if the trash enclosure would be gated.

Planner Kendrick said that the 7-Eleven had been closed and the property was up for sale. It was part of the sale that the gas tanks were removed due to changes in the fueling regulations, so it was an agreement as part of the sale. Also, there is a gate mandated for the trash enclosure.

Commissioner Perciful asked about the Shell gas station across the street and if it was open 24 hours a day.

Planner Kendrick stated it was on county property, and she did not know its hours of operation. She also stated the city had received only one phone call, and it was in favor of the project.

Chairman Gifford opened the public hearing at this point and invited the applicant to speak.

Nasser Moghadam, 44052 Galacia Drive, Hemet, repeated that there is a gate at the trash enclosure. He also explained that most of the major gas companies want stations with convenience markets to be open 24 hours. That is the reason they are asking for the 24-hour opening. Each company has its own logo, but the final color will be determined by the City planning department. He commented further on the access to the site, giving background and Caltrans' determination that the city has the right to make traffic decisions. And that means now there is a double yellow line there rather than a median. He also mentioned that the security screen, which pre-dated even the 7-Eleven use, would remain unless the city felt it should be removed.

Chairman Gifford closed the public hearing and asked for a motion.

It was **MOVED** by Vice Chair Greg Vasquez and **SECONDED** by Commissioner Michael Perciful to **ADOPT** Planning Commission Bill No. 14-006 **APPROVING** CUP 13-005 subject to the findings and conditions of approval and **DIRECT** staff to file a Notice of Exemption with the County Clerk

The **MOTION** was carried by the following vote:

**AYES:** Chairman John Gifford, Vice Chair Greg Vasquez, and Commissioner Michael Perciful.

**NOES:** None

**ABSENT:** Commissioners Vince Overmyer and Rick Crimeni

## DEPARTMENT REPORTS

1 **6. CITY ATTORNEY REPORTS:**

2  
3 Assistant City Attorney Vega reminded the Commissioners of the change in the Brown  
4 Act in January of this year requiring audible votes if electronic voting machines were  
5 not working.  
6

7 **7. COMMUNITY DEVELOPMENT DIRECTOR REPORTS:**

8  
9 **A. Report on actions from the March 25, 2014 City Council Meeting**

10  
11 CDD Elliano congratulated the two Commissioners who were reappointed for another  
12 two-year term. The other item of interest to the Planning Commission was the Council's  
13 direction to John Janson of the Community Investment Department to propose an  
14 ordinance that would mirror what City of Riverside is doing with film permits, so that  
15 ordinance was before the Council. It would be a no-fee process, hoping that this will  
16 act as an incentive for the movie industry to utilize local hotels and sites while in town.  
17

18 **8. PLANNING COMMISSIONER REPORTS:**

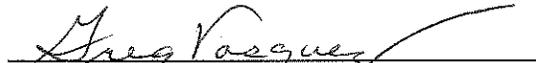
- 19  
20 **A. Chairman Gifford (Nothing to report)**  
21 **B. Vice Chair (Vasquez (Nothing to report)**  
22 **C. Commissioner Perciful (Nothing to report)**  
23 **D. Commissioner Overmyer (Absent)**  
24 **E. Commissioner Crimeni (Absent)**  
25

26 **9. FUTURE AGENDA ITEMS:**

- 27  
28 **A. Jasmine Gardens CUP Extension of Time**  
29 **B. Multi-tenant office building**  
30 **C. General Plan Consistency Zoning Program - Phase II**  
31 **D. Zone Text Amendment for Temporary Signs**  
32

33 **10. ADJOURNMENT:**

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35 It was unanimously agreed to **ADJOURN** the meeting at 8:12 p.m. to the regular  
36 meeting of the City of Hemet Planning Commission scheduled for **April 15, 2014 at**  
37 **6:00 p.m.** to be held at the City of Hemet Council Chambers located at 450 E. Latham  
38 Avenue, Hemet, CA 92543.  
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44 **Greg Vasquez, Vice Chairman**  
45 **Hemet Planning Commission**  
46

47 **ATTEST:**

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49  
50 **Melissa Couden, Records Secretary**  
**Hemet Planning Commission**