City of Hemet Planning Department
Notice of Completion and Availability of Draft S

FILE

To: Responsible and Interested Agencies, Special Interest Groups, Local R
Interested Persons

From: City of Hemet, Planning Department
445 E. Florida Avenue, Hemet, CA 92543
Contact: Bernie Chase, bchase@cityofhemet.org

Subject: General Plan Amendment (GPA) No. 07-1, Specific Plan Amendment (SPA) No. 06-4, Tentative Tract Map (TTM) Nos. 35392, 35393, 35394

The City of Hemet is the Lead Agency and has prepared a Subsequent Environmental Impact Report (SEIR) for the proposed project. The SEIR is supported by the previously certified EIR for the Page Ranch Planned Community Master Plan as allowed under Public Resources Code Section 21166 and CEQA Guidelines Section 15162.

Project Title: Rancho Diamante GPA 07-01, SPA 06-4, TTMs 35392, 35393, 35394

Project Location: The proposed project consists of 854 residential lots on approximately 214 acres and is located in the southwest portion of the City of Hemet, generally south of Stetson Ave., north of Popular St. east new Warren Road, and west and east of Fisher St.

General Plan Amendment (GPA) 07-01: The project proposes to change the General Plan land use designation for TTM 35392 Manufacturing and Logistics to R-1 Single Family Residential (7.0 dwelling units per acre), and the land use designation for TTM 35394 from Rural Residential 2.5 (1.0 to 2.5 dwelling units per acre) to R-1 Single Family Residential (7.0 dwelling units per acre). TTM 32593 is not the subject of the General Plan Amendment as it is already designated as R-1 Single Family Residential (7.0 dwelling units per acre).

Specific Plan Amendment 06-4 (SPA 06-4): The project proposes to change the Page Ranch Master Plan land designations for TTM 35392 from M-2 Industrial to Medium Density Residential (5.0 dwelling units per acre) and for TTM 35394 from Low Density Residential (3.0 dwelling units per acre to Medium Density Residential (5.0 dwelling units per acre). TTM 35393 is not the subject of a land use designation change as the site is already designated as Low Medium Density Residential (5.0 dwelling units per acre). In addition, SPA 06-4 will update the Page Ranch Master Plan Circulation and Bicycle Route Plans to reflect the new roadway configurations initiated with the tentative tract maps and revise the Planning Areas within the Page Ranch Master Plan to reflect the new residential areas.

Tentative Tract Maps (TTMs): TTM 35392: 155 lots (age restricted) with a minimum lot size of 5,000 square feet; TTM 35393: 308 lots with a minimum lot size of 5,000 square feet; TTM 35394: 391 lots (age restricted) with a minimum lot size of 5,000 square feet.

The Draft SEIR prepared for the proposed project identified significant air quality and loss of agricultural land.

Public Review Period: The City of Hemet is holding a public review period on the Draft SEIR beginning **May 16, 2008 and ending June 30, 2008**, during which time the public and interested parties are invited to comment on the Draft SEIR for the proposed project. Public comments may be sent during this time period to the following name and address:

City of Hemet, Planning Department
445 Florida Avenue, Hemet, CA 92543
Contact: Bernie Chase, bchase@cityofhemet.org

Draft
Environmental Impact Report
Rancho Diamante Phase II
Hemet, Riverside County, California

Prepared for:

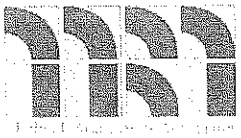
City of Hemet Planning Department
445 E. Florida Avenue
Hemet, CA 92543-4209

Contact: Bernie Chase, Associate Planner

Prepared by:

Michael Brandman Associates
621 E. Carnegie Drive, Suite 100
San Bernardino, CA 92408
909.884.2255

Contact: Kent Norton, AICP, REA,
Director of Environmental Services



May 16, 2008

Table of Contents

List of Tables

List of Exhibits

ACRONYMS AND ABBREVIATIONS

µm	micrometer
ADA	American Disabilities Act
af	acre feet
AFB	Air Force Base
APCD	Air Pollution Control District
AQMD	Air Quality Management District
BLM	United States Bureau of Land Management
BLS	basic life support
BMX	bicycle motocross
CAAQS	California Ambient Air Quality Standards
CalEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCLA	California Conservation Land Act
CCR	California Code of Regulations
CCRR	Central California Railroad
CDC	Center for Disease Control
CDF	California Department of Forestry and Fire Protection
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CHL	California Historical Landmarks
CHP	California Highway Patrol
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	carbon monoxide
CPHI	California Points of Historical Interest
CPUC	California Public Utilities Commission
CR	California Register
CRHR	California Register of Historical Resources
CRMP	Cultural Resources Management Plan
CUP	Conditional Use Permit
CVC	California Vehicle Code
CWA	Clean Water Act
dBA	A-weighted decibel
DMG	State Department of Conservation Division of Mines and Geology
DOSH	California Division of Occupational Safety and Health
DPM	diesel particulate matter
DPR	California Department of Parks and Recreation
DTSC	California Department of Toxic Substances Control
DWR	Department of Water Resources

ECC	Emergency Communications Center
EIR	Environmental Impact Report
EMF	electromagnetic frequency
EPA	United States Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
FPMP	Fugitive PM_{10} Management Plan
ft	feet
FTIP	Federal Transportation Improvement Plan
H_2S	hydrogen sulfide
HRI	California State Historic Resources Inventory
HVLP	high volume low pressure
Hz	hertz
ISR	Indirect Source Review
LOS	Level of Service
lux	unit of illumination equal to one lumen per square meter
m	meter
maf	million acre feet
MBA	Michael Brandman Associates
mbbl	million barrels
MBTA	Migratory Bird Treaty Act
MPO	Metropolitan Planning Organization
MSHA	Mine Safety and Health Administration
msl	mean sea level
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NNG	non-native grassland
NO_2	nitrogen dioxide
NOI	Notice of Intent
NOx	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NR	National Register of Historic Places
NRCS	Natural Resource Conservation Service
NWP	Nationwide Permit
O_3	ozone
OADP	Ozone Attainment Demonstration Plan
OHP	California State Office of Historic Preservation
OHWM	ordinary high water mark
OSHA	Occupational Safety & Health Administration
Pb	lead
PCN	Pre-Construction Notification
PFC	portable fuel containers

PG&E	Pacific Gas & Electric
PM_x	particulate matter
ppm	parts per million
ppv	peak particle velocity
PRC	Public Resources Code
PVC	polyvinyl chloride
REL	reference exposure limits
ROC	reactive organic compounds
RPF	Registered Professional Forester
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RWQCB	Regional Water Quality Control Board
SIP	State Implementation Plans
SMARA	Surface Mining and Reclamation Act
SMGB	Mining and Geology Board
SO_2	sulfur dioxide
sp	species
spp	sub-species
sq ft	square feet
SS	soil sample
SUV	Sport Utility Vehicle
SVRA	State Vehicular Recreation Area
SWMP	Storm Water Management Plan
SWP	State Water Project
SWPPP	stormwater pollution and prevention plan
TAZ	traffic analysis zone
TMDL	Total Maximum Daily Load
UBC	Uniform Building Code
USACE	United States Army Corps of Engineers
USCS	Unified Soil Classification System
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
var.	variant
V/C	volume to capacity
VdB	vibration decibels
VOC	volatile organic compounds
VRP	visibility reducing particles
WSD	Water Storage District

SECTION 1: EXECUTIVE SUMMARY

1.1 - Introduction

Rancho Diamante Phase II consists of approximately 213.8 acres, which is planned for residential development. The proposed project consists of an amendment to the *City of Hemet General Plan*, an amendment to the *Page Ranch Planned Community Master Plan and Development Standards* (PCP-79-93), as amended August 2001, August 2003, and July 2004), (hereinafter Page Ranch Master Plan) and three Tentative Tract Maps (TTMs) (35392, 35393, and 35394). The amendments to the General Plan and Page Ranch Master Plan are necessary to develop the project at the proposed densities (average 3.9 dwelling units per acre [du/ac]). Section 3, *Project Description*, provides a complete description of the project.

1.2 - Purpose and Use of This Draft EIR

This Draft Environmental Impact Report (DEIR) is prepared in accordance with the California Environmental Quality Act (CEQA) to evaluate the potential environmental impacts associated with the implementation of the City of Hemet General Plan Amendment No. 07-01, Page Ranch Planned Community Amendment No. 06-04 and TTMs 35392, 35393, and 35394 (Rancho Diamante Phase II) (State Clearinghouse No. 2007091039). This document is prepared in conformance with CEQA (California Public Resources Code, § 21000 et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, § 15000 et seq.), and City of Hemet rules and regulations. This DEIR serves as an informational document for the public agency decision-makers and the public regarding the Rancho Diamante Phase II project.

1.3 - Project Overview

The proposed project consists of General Plan Amendment (GPA 07-1), Specific Plan Amendment (SPA 06-4) and three Tentative Tract Maps (TTMs 35392, 35393, and 35394). Approval of the proposed project requires discretionary action by the City of Hemet.

1.3.1 - General Plan Amendment (GPA 07-1)

Under GPA 07-1, the project proposes to change the General Plan land use designation for the TTM 35392 site from Manufacturing and Logistics to Low Medium Density Residential (5.0 du/ac), and the land use designation for the TTM 35394 site from Rural Residential 2.5 (1.0 to 2.5 du/ac) to Low Medium Density Residential (5.0 du/ac). The TTM 32593 site is not the subject of the General Plan Amendment as it is already designated for development for Low Medium Density Residential (5.0 du/ac).

1.3.2 - Specific Plan Amendment 06-4 (SPA 06-4)

Land Use Designations

Under SPA 06-4, the project proposes to change the *Page Ranch Master Plan* land designations for TTM 35392 from M-2 Industrial to Medium Density Residential (5.0 dwelling units per acre) and for TTM 35394 from Low Density Residential (3.0 du/ac to Medium Density Residential (5.0 du/ac). TTM 35393 is not the subject of a land use designation change as the site is already designated as Low Medium Density Residential (5.0 du/ac). These designations are consistent with the proposed land use designations for GPA-07-1 described above. In addition, SPA 06-4 will update the *Page Ranch Master Plan Circulation Plan* to reflect the new roadway configurations initiated with the tentative tract maps and revise the Planning Areas within the Page Ranch Master Plan to reflect the new residential areas.

Planning Areas

The proposed amendment is to allow for changes within Planning Areas III, IV and VII of the adopted Specific Plan to create new Planning Areas X (for TTM 35394), XI (for TTM 35393), and XII (for TTTM 35392), and XIII (for the N.A.P. portion of TTM 35394) (see Exhibit 4.9-3). The new planning areas are being proposed to accommodate proposed changes in land uses and to more accurately represent the portions of previously designated planning areas which remain to be developed. As a result of the proposed changes, there is a loss of 39.3 acres of industrial land and an increase of 72.6 acres of residential land.

Circulation Plan

The proposed amendment will show the new alignments of Old Warren Road, New Warren Road, Stetson Avenue and Fisher Street (see Exhibit 4.15-2).

Development Regulations

The proposed amendment also updates the development standards from the 1979 version of the Page Ranch Community Master Plan to reflect the current City of Hemet Development Standards.

1.3.3 - Tentative Tract Maps 35392, 35393, and 35394

TTMs 35392, 35393, and 35394 (Rancho Diamante Phase II) would entail the subdivision of approximately 213.8 acres into approximately 854 residential lots with paseos and open space.

1.4 - Local and Regional Setting

The project site is located in the southwestern portion of the City of Hemet. The regional location is depicted on Exhibit 3-1, Regional Location Map. As described below, the project consists of three TTMs that are situated south of Stetson Avenue adjacent to Fisher Avenue and Warren Road. TTM 35392 is located south of Stetson Avenue and both west and east of the extension of Fisher Street. TTM 35393 is located south of Mustang Way, north of Poplar Street, between Fisher Street to the east and Warren Road to the west. TTM 35394 is situated between Warren Road and the future

New Warren Road, south of Stetson Avenue. Exhibit 3-2, Local Vicinity Aerial Map, shows the local vicinity of the project site. The Project Site is located within the San Jacinto Valley in the City of Hemet. The Site is relatively flat with a minor slope to the northwest. Elevation onsite ranges from approximately 1,480 to 1,516 feet above mean sea level (AMSL). The majority of the Project Site has been finely disked and very little vegetation currently exists. The Winchester U.S. Geological Survey (USGS) topographic quadrangle does not depict any streams inside the Project Site. The Project Site contains developed and undeveloped land. The plant communities observed includes ruderal (frequently disked) agricultural land and small areas with non-native grassland (NNG).

1.4.1 - Surrounding Land Uses

Surrounding land uses include a southwest-northeast trending flood control channel known as the Hemet Channel (and Salt Creek), a railway easement, agricultural lands, and Hemet-Ryan Airport to the north; north-south trending Metropolitan Water District's (MWD) San Diego aqueduct followed by agricultural areas to the west, existing residential development to the east, and agricultural areas to the south.

1.4.2 - Proposed Project Objectives

The proposed project would provide a unified community approach by incorporating residential with community facilities along with open space/park uses (and potential school site). TTMs 35393 and 35394 have a "Paseo" system (landscaped walkway system with open space), which intertwines among the various uses connecting them with the active adult community center, pocket parks, neighborhood parks. TTM 35392 will be an "extension" of Tracts 31807 and 31808 which are located immediately south of TTM 35392. Project objectives are identified as follows:

- Provide diversity in housing types for both senior housing and family housing;
- Provide more compatible land uses for the existing development in the immediate area by elimination industrial uses south of the new alignment of Stetson Avenue;
- Provide a logical extension of infrastructure in the project area;
- Provide for a variety of residential development types which are functionally compatible with surrounding neighborhoods (Proposed General Plan Policies Workbook Policy LU-5.1);
- Provide for the attainment of quality housing within a satisfying living environment for households of all socio-economic, age, and ethnic types in Hemet (General Plan Policies Workbook Goal H-1); and
- Eliminate conflicts between adjacent uses, and the provision of clear buffers and transitions between dissimilar uses (1992 Hemet General Plan Page 2).

1.4.3 - Proposed Project Characteristics

The Project proposes to construct 854 single-family homes and related infrastructure. The single-family homes are detached units with a minimum lot size of 5,000 square feet. 463 of the homes are

for active seniors (55 years and older) and are to be an "extension" of the existing Del Webb Rancho Diamante community which provides a 23,000-square-foot clubhouse, community swimming pools, and tennis courts. Three hundred ninety-one (391) of the homes are for families and are also detached homes with a minimum lot size of 5,000 square feet.

Infrastructure necessary to support the project includes the following:

Drainage Improvements

TTM 35392 proposes five (5) drainage areas described as follows:

- **Drainage Area A:** Located at the northeasterly portion of site. The proposed storm drain at the northeasterly portion of Stetson Avenue will collect flows from Drainage Area A as well as the Mountain Shadows Mobile Home Park. These flows will be discharged to the Hemet Channel to the north.
- **Drainage Area B:** Located in the vicinity of the north end of Fisher Street. The proposed storm drain at the north end of Fisher Street will collect flows from Drainage Area B. These flows will be discharged to the Hemet Channel to the north.
- **Drainage Area C:** Located at the southeasterly portion of the site. The proposed storm drain at the at the southeasterly portion of the site, adjacent to Thorton Avenue, will collect flows from Drainage Area C, along with flows from existing Thorton Avenue. These flows will be discharged to the Thorton Channel to the east of Fisher Street. From there, the flows will be conveyed to the impoundment area at the southwest intersection of Fisher Street and Thorton Avenue
- **Drainage Area D:** Located on the west side of Fischer Street, south of New Stetson Avenue. The proposed storm drain in the proposed cul-de-sac west of Fisher Street will collect flows from Drainage Area D. From there, the flows will be conveyed to the impoundment area at the southwest intersection of Fisher Street and Thorton Avenue via a proposed storm drainpipe.
- **Drainage Area E:** Located at the proposed extension of Thorton Street, west of Fisher Street. Proposed catch basins will collect flows from Drainage Area E and ultimately conveyed to the Thorton Channel.
- **Drainage Area F:** Located on the westerly portion of the site. Flows from Drainage Area F will be collected in a proposed catch basin in the proposed cul-de-sac at the western most portion of the site and be conveyed to the Thorton Channel.

TTM 35393 includes turf-lined paseo swales generally located in an east-west direction in the center of the site and in a north-south direction in the northwestern portion of the site. The paseo widths and side slopes will vary to create a gently meandering channel through the paseo. Ultimately, flows from TTM 35393 will be conveyed into an earthen channel (Line 3B) to the existing detention basin at the southwesterly portion of the Rancho Diamante project site.

TTM 35394 includes a turf-lined paseos swales generally located in an east-west direction in the center of the site. The paseo widths and side slopes will vary to create a gently meandering channel through the paseo. Ultimately, flows from TTM 35394 will be conveyed into an earthen channel (Line 3B) to the existing detention basin at the southwesterly portion of the Rancho Diamante project site.

Water

The proposed onsite water distribution system will be serviced by 1719 Pressure Zone which includes the Cawston Tank and pipelines in Stetson Avenue, Cawston Avenue, Mustang Way, and Thorton Avenue.

Sewer

All onsite flows from the project will ultimately flow west and south to the 30-inch trunk sewer line which parallels the San Diego Aqueduct. Flows from TTM 35392 will flow north to connect to the existing 24-inch trunk sewer that parallels the San Jacinto Branch Line of the BNSF Railway Company. Flows form TTM 35393 will connect to the recently constructed 15-inch sewer line at all three locations (Fisher Avenue, Mustang Way, and Old Warren Road. The majority of the flows from TTM 35394 will connect to the recently constructed 18-inch sewer line at the southern boundary of TTM 35394. A portion of the northern section of TTM 35394 will connect to the existing 24-inch trunk sewer which parallels the BNSF railway line. Additionally, there is a temporary Page Ranch Lift Station located at the intersection of Mustang Way and Fisher Street. This station serves the existing Page Ranch Development. It is assumed that flows from this lift station are planned to connect to the 15-inch sewer in Mustang Way and flow west to the existing 30-inch trunk sewer. The schedule to remove the Page Ranch Lift Station from service is not known.

Roadways

The project area contains the following existing local roadways that provide access to the project site:

Warren Road – This north-south, two lane undivided roadway is classified as a Secondary Highway in the City of Hemet Circulation Element, with an 88-foot right-of-way.

Mustang Way – This east-west, two lane undivided roadway is classified as a Secondary Highway in the City of Hemet Circulation Element, with an 88-foot right-of-way.

Stetson Avenue – This east-west, two lane undivided roadway is classified as a Secondary Highway in the City of Hemet Circulation Element, with an 88-foot right-of-way.

Fisher Street – This north-south, four lane divided roadway is classified as a Secondary Highway in the City of Hemet Circulation Element, with an 88-foot right-of-way.

Thornton Avenue – This east-west, two lane undivided roadway is classified as a Local Collector in the City of Hemet Circulation Element, with a 60-foot right-of-way.

Improvements pursuant to the City of Hemet General Plan Circulation Element will be made to the following major roadways as a result of the project:

New Stetson Avenue - This roadway is classified as an Urban Arterial-6 Lanes within a 152-foot right-of-way. The project will improve the south side New Stetson Avenue adjacent to TTM 35392 and TTM 35394 with half width improvements plus and an additional 12-foot wide travel lane within 81 feet of right-of-way.

New Warren Road - This roadway is classified as a Secondary Highway with an 88-foot right-of-way. The project will improve the east side of New Warren Road adjacent to TTM 35394 with half width improvement plus an additional 12 foot travel lane within 56 feet of right-of-way.

Old Warren Road - This roadway is classified as a Secondary Highway with an 88-foot right-of-way. The project will fully improve Old Warren Road adjacent to TTM 35393 and the portion of TTM 35394 south of Mustang Way. Half width improvements will be constructed on the west side of Old Warren Road adjacent to TTM 35394.

Mustang Way - This roadway is classified as a Secondary Highway with an 88-foot right-of-way. The project will improve the frontage on the south side of Mustang Way adjacent to TTM 35393.

Poplar Street- This roadway is classified as a Local Collector Street with a 66-foot right-of-way. The project will improve the north side of Poplar Street with half width improvements plus an additional 12-foot travel lane adjacent to TTM 35393.

1.5 - Environmental Impacts

1.5.1 - Significant Impacts of the Proposed Project

The DEIR determined that the proposed project would produce significant impacts to Agricultural Resources and Air Quality.

1.5.2 - Growth Inducement

a. Direct Growth Inducing Impacts:

The proposed project is on vacant land and is adjacent to exiting development on the north and east boundaries of the site. Vacant land abuts the southern and western boundaries of the site. Warren Road, Poplar Street, Fisher Avenue, Mustang Way, and Thorton Avenue provide access to the project area. The site is not isolated and does not require a substantial extension of new infrastructure. Roads, sewer, water, drainage, and utility services are all located adjacent to the site. New construction will be limited to mainly onsite improvements. For these reasons, the proposed project will continue the suburban development pattern in this portion of the City and the surrounding area. The project will, therefore, not have significant direct growth inducing impacts.

b. Indirect Growth Inducing Impacts:

The Southern California Association of Governments (SCAG) regularly publishes growth predictions for use in traffic growth management and planning purposes. SCAG has predicted the population growth forecast for the City of Hemet for the upcoming decades. According to data in Section 4.12, *Population and Housing*, the proposed project is consistent with SCAG growth projections for this area. The project will not substantially increase population in the area because only 115 persons (2%) over what was planned overall in the original Page Ranch Specific Plan would be added with the approval of the project. Based on the above analysis, the project thus does not significantly indirectly contributing to growth.

1.5.3 - Irreversible Impacts

The proposed project will create the following significant impacts that cannot be mitigated to less than significant levels even with implementation of all feasible mitigation measures:

Agricultural Resources: The proposed project will result in the loss of land that is considered suitable for agricultural purposes. Although residential development exists and is planned for the project area, consistent with the City's General Plan, the loss of agricultural land is considered significant.

Air Quality: The project will exceed SCAQMD significance thresholds for NOx, VOC, PM_{10}, and $PM_{2.5}$ during construction after implementation of all feasible mitigation measures. The project will exceed SCAQMD significance thresholds for VOC, NOx and CO during operation after implementation of all feasible mitigation measures. Exceeding these thresholds would not comply with the SCAQMD Air Quality Plan.

1.6 - Alternatives to the Proposed Project

1.6.1 - No Project/No Development Alternative

CEQA requires that a "No Project" alternative be evaluated compared to the Proposed Project. The No Project alternative evaluates existing conditions on the site in the absence of the Proposed Project. Under this alternative, the project site would remain vacant would not be developed into a residential community. Limited agricultural production may take part on some portions of the project site but by and large these activities have been declining in recent years and the majority of the project site is not a viable agricultural operation. Assuming the project site remains vacant, all significant impacts will be avoided. However, any benefits of the project related to providing housing opportunities for both active seniors and families as well as providing infrastructure in an area that is undergoing surrounding residential development would not be realized.

1.6.2 - No Project – Development in Accordance With Existing General Plan and Specific Plan Land Use Designations

Under this alternative the project site could be developed into industrial and residential uses. The area for TTM 35392 consists of 45.6 acres and is proposed for a variety industrial uses. The area for TTM 35393 consists of 68.8 acres and is proposed for single-family homes at a density of five dwelling units per acre. The area for TTM 35394 consists of 99.4 acres and is proposed for single-family homes at a density of 2.5 dwelling units per acre. TTM 35392, which is located adjacent to an existing active senior adult residential community and other residential development could be developed into a variety of industrial uses. TTM 35394, which is located west of Warren Road could be developed into large lot residential uses with a minimum lot size of 2.5 acres.

1.6.3 - Alternative 1-Reduced Density

Under the Reduced Density Alternative, approximately 50 percent the area within TTM 35394 generally north of Mustang Way (where Mustang Way would connect to Warren Road) would be subdivided into a large lot residential area with minimum lot sizes of 2.5 acres. The area south of this would be developed with 5,000-square-foot minimum lots. After dedication of streets etc., the approximate number of lots within TTM 35394 would be 310. This would be a reduction of approximately 81 lots (391-310= 81) which represents a 21 percent decrease in the number of units.

1.6.4 - Alternative 2- Business Park and Residential

Under the Business Park and Residential Alternative, approximately 50 percent the area within TTM 35394 generally north of Mustang Way (where Mustang Way would connect to Warren Road) would be developed into a business park. The area south of this would be developed with 5,000-square-foot minimum lots. The business park uses would be located in High Risk Area II for the Hemet-Ryan Airport, which is an acceptable use in this area.

1.7 - Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

See the table below for the summary of environmental impacts, mitigation measures and levels of significance after mitigation.

EIR Section-Impacts	Summary of Mitigation Measures (see Section 8 for complete text)	Level of Significance After Mitigation
SECTION 4.1 - AESTHETICS		
Impact AES-1: Substantial adverse effect on a scenic vista.	No mitigation is necessary.	Less Than Significant
Impact AES-2: Substantially damage scenic resources within a State scenic highway.	No mitigation is necessary.	Less Than Significant
Impact AES-3: Substantially degrade the existing visual character or quality of the site and its surroundings.	No mitigation is necessary.	Less Than Significant
Impact AES-4: Create new sources of substantial light or glare that may adversely affect day or nighttime views.	No mitigation is necessary.	Less Than Significant
SECTION 4.2 – AGRICULTURAL RESOURCES		
Impact AG-1: Loss of suitable agricultural land based on California Agricultural Land and Evaluation Site Assessment (LESA) Model	No feasible mitigation measures available.	Significant and Unavoidable
Impact AG-2: Conflict with existing zoning for agricultural use, or a Williamson Act contract	No mitigation is necessary.	Less Than Significant
Impact AG-3: Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use	No mitigation is necessary.	Less Than Significant
SECTION 4.3 – AIR QUALITY		
Impact AQ-1: Conflict with or obstruct implementation of the applicable AQMP.	No mitigation is necessary.	Less than significant
Impact AQ-2: Violate any air quality standard or contribute substantially to an existing or projected air quality violation.	**AQ-01** Implement a Fugitive Dust Control Plan. **AQ-02** Construction equipment shall be equipped Tier II diesel particulate matter filters. **AQ-03** Construction equipment shall be properly maintained. **AQ-04** Turn off all construction equipment and delivery vehicles when not in use. **AQ-05** Provide a traffic control plan. **AQ-06** Require painting to be applied using either high-volume low-pressure (HVLP) spray equipment. **AQ-07** Measures to encourage employee carpooling. **AQ-08** Onsite electrical hook ups shall be provided for electric	Less than significant.

EIR Section-Impacts	Summary of Mitigation Measures (see Section 8 for complete text)	Level of Significance After Mitigation
	construction tools. **AQ-09** Bumper strips or similar best management practices shall be provided where vehicles enter and exit the construction site. **AQ-10** Sweep onsite and offsite streets if silt is carried to adjacent public thoroughfares. **AQ-11** Any fireplaces installed in residences shall only be natural gas fired.	
Impact AQ-3: Cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors).	Implementation of Mitigation Measures AQ-01 to AQ-11.	Significant and Unavoidable.
Impact AQ-4: Expose sensitive receptors to substantial pollutant concentrations.	Implementation of Mitigation Measures AQ-01 to AQ-11.	Less than significant.
Impact AQ-5: Create objectionable odors affecting a substantial number of people.	No mitigation is necessary.	Less than significant.
SECTION 4.4 - BIOLOGICAL RESOURCES		
Impact BR-1: Substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS.	**BR-1a** Implement Determination of Biologically Equivalent or Superior Preservation (DBESP).	Less than significant.
Impact BR-2: Substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFG or USFWS.	No mitigation is necessary.	Less than significant.
Impact BR-3: Substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	**BR-2** Detailed plans of the infrastructure improvements shall be reviewed by a qualified regulatory specialist.	Less than significant.
Impact BR-4: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of	**BR-3** Ground disturbance activities shall take place outside the avian nesting season or within 2 weeks prior to any ground disturbing and vegetation/tree removal activities. **BR-4** The project must conform with the MSHCP Urban/Wildland	Less than significant.

Table 2 1: Executive Summary Matrix (Cont.)

EIR Section-Impacts	Summary of Mitigation Measures (see Section 8 for complete text)	Level of Significance After Mitigation
wildlife nursery sites.	Interface Guidelines.	
Impact BR-5: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	No mitigation is necessary.	Less than significant.
Impact BR-6: Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	**BR-5** The project must demonstrate conformance with the MSHCP.	Less than significant.
SECTION 4.5 - CULTURAL RESOURCES		
Impact CR-1: Subsurface construction activities associated with the proposed project have the potential to damage or destroy previously undiscovered historic resources.	**CR-1** Previously unidentified cultural resource sites, prehistoric or historic cultural resources be encountered during monitoring, shall be Phase II tested.	Less than significant.
Impact CR-2: Subsurface construction activities associated with the proposed project could potentially damage or destroy previously undiscovered archaeological resources.	**CR-2a** Limited archaeological monitoring is recommended during all earthmoving, grading, grubbing, trenching or other earth-disturbing activities. **CR-2b** Once a depth below the modern ground surface of 3 feet is reached, monitoring of development-related excavation is required during all construction-related earthmoving.	Less than significant.
Impact CR-3: Subsurface construction activities associated with the proposed project could potentially damage or destroy previously undiscovered paleontological resources.	**CR-3a** Monitoring of excavation in areas identified as likely to contain paleontologic resources by a qualified paleontologic monitor. **CR-3b** Paleontologic monitoring of any earthmoving will be conducted by a monitor, under direct guidance of a qualified paleontologist. **CR-3c** If paleontological resources are detected during monitoring, a report must be generated.	Less than significant.
Impact CR-4: Subsurface construction activities associated with the proposed project could potentially damage or destroy previously undiscovered burial sites.	No mitigation is necessary because of mandatory compliance with Health & Safety Code Section 7050.5, which requires the halt of grading if human remains are encountered.	Less than significant.
SECTION 4.5 – GEOLOGY AND SOILS		
Impact GS-1: Expose persons or structures to seismic hazards.	**GS-1a** Comply with project geotechnical report. **GS-1b** All grading and building activities shall comply with the most recent Uniform Building Code seismic design standards.	Less than significant.
Impact GS-2: Result in substantial erosion or loss of	**GS-2a** A grading plan describing the wind and water erosion controls	Less than significant.

EIR Section-Impacts	Summary of Mitigation Measures (see Section 8 for complete text)	Level of Significance After Mitigation
topsoil.	that will be employed during all grading activities.	
Impact GS-3: Located on unstable geologic formation or expansive soils.	Implementation of Mitigation Measures GS-1a and GS-1b.	Less than significant.
Impact GS-4: Expansive soils that may create substantial risks to life or property if left unmitigated.	Implementation of Mitigation Measures GS-1a and GS-1b.	Less than significant.
SECTION 4.6 - HAZARDS AND HAZARDOUS MATERIALS		
Impact HHM-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or through the reasonably foreseeable upset and accident conditions.	**HHM-1** Soils with an unusual odor, or undocumented subsurface structures shall be investigated if encountered.	Less than significant.
Impact HHM-2: Accidental spills of hazardous materials.	No mitigation is necessary.	Less than significant.
Impact HHM-3: Expose schools within 1/4th of a mile to hazardous emissions, materials, substances, or waste.	No mitigation is necessary.	Less than significant.
Impact HHM-4 Included on list of hazardous materials sites	No mitigation is necessary.	Less than significant.
Impact HHM-5: The proposed project would not impair implementation of or physically interfere with an adopted emergency response or evacuation plan.	No mitigation is necessary.	Less than significant.
Impact HHM-6: Located within an airport land use plan, or within two miles of a public airport.	**HHM-2** The following uses shall be prohibited from Tentative Tract Map 35394: public or private children's schools and places of assembly. **HHM-3** The following uses, if proposed within Tentative Tract Maps 35392 or 35393, shall require discretionary approval by the Riverside County Airport Land Use Commission: public or private children's schools, places of assembly, and institutional. **HHM-4** Discretionary approval for the density proposed in Tentative Tract Map 35394 by the Riverside County Airport Land Use Commission is required. **HHM-5** Uses in conflict with Hemet Ryan Airport Master Plan not allowed. **HHM-6** Refuse containers at any public locations at the project site shall be covered. **HHM-7** Avigation Easements required. **HHM-8** A "Notice of Airport in Vicinity" distributed to all potential home buyers.	Less than significant.

Table 2 1: Executive Summary Matrix (Cont.)

EIR Section-Impacts	Summary of Mitigation Measures (see Section 8 for complete text)	Level of Significance After Mitigation
	HHM-9 Any outdoor lighting installed shall be hooded. **HHM-10** The project applicant shall complete the Federal Aviation Administration Form 7460. **HHM-11** The project shall have a height restriction on all structures of 35 feet or two stories, whichever is less. **HHM-12** 4.8 acres within Tentative Tract Map 35394 in the Inner Turning Zone shall be designated with a land use consistent with the California Airport Land Use Planning zone designations.	
Impact HHM-6: Located within the vicinity of a private airstrip.	No mitigation is necessary.	Less than significant.
Impact HHM-7: Exposes people or structures to a significant risk of loss, injury, or death involving wildland fires.	No mitigation is necessary.	Less than significant.
SECTION 4.7 - HYDROLOGY AND WATER QUALITY		
Impact HWQ-1: Violate any water quality standards or waste discharge requirements	**HWQ-1a-e** Final Water Quality Management Plan (WQMP) shall be approved implementing Best Management Practices. **HWQ-1g** Permits from regulatory agencies required.	Less than significant. Less than significant
Impact HWQ-2: Substantially deplete groundwater supplies or interfere substantially with groundwater recharge.	No mitigation is required.	Less than significant.
Impact HWQ-3: Alter existing drainage patterns, potentially leading to downstream flooding or substantial erosion or siltation on or offsite.	No mitigation is required.	Less than significant.
Impact HWQ-4: Create or contribute runoff water that could exceed the capacity of existing or planned stormwater drainage systems.	No mitigation is required.	Less than significant.
Impact HWQ-5 Create runoff that exceeds theh capacity of existing or planned storm drain system	Implementation of Mitigation Measures HWQ-1f.	Less than significant.
Impact HWQ-6 Otherwise substantially degrade water quality	Implementation of Mitigation Measures HWQ-1a-e.	Less than significant.
Impact HWQ-7 Place housing within a 100 year flood zone	**HWQ-7a** FEMA an application to revise the FIRM to remove the portion of TTM 35392 from the 100-year flood hazard area.	Less than significant.

EIR Section-Impacts	Summary of Mitigation Measures (see Section 8 for complete text)	Level of Significance After Mitigation
Impact HWQ-8 Place within a 100 year flood hazard area structures which would impede or redirect flood flows	No mitigation is necessary.	Less than significant.
Impact HWQ-9 Expose people or structures to a significant risk of loss, injury, or death involving flooding, including the failure of a dam or levy.	No mitigation is necessary.	Less than significant.
Impact HWQ-10 Inundation by seische, tsunami, or mudflow.	No mitigation is necessary.	Less than significant.
SECTION 4.8 - LAND USE AND PLANNING		
Impact LUP-1: Physically divide an established community or create conflicts with neighboring land uses.	No mitigation is necessary.	Less than significant.
Impact LUP-2: Conflict with applicable land use plans.	No mitigation is necessary.	Less than significant.
Impact LUP-3: Conflict with habitat or natural communities plan.	No mitigation is necessary.	Less than significant.
4.9 MINERAL RESOURCES		
Impact MR-1: Loss of availability of a known mineral resource that would be of value to the region and the residents of the state.	No mitigation is necessary.	Less than significant.
Impact MR-2: Loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No mitigation is necessary.	Less than significant.
SECTION 4.10 - NOISE		
Impact N-1: Expose persons to or generate noise levels in excess of City of Hemet standards.	**NOI-1** Construct noise barriers.	Less than significant.
Impact N-2: Expose persons to and generate excessive groundborne vibration and groundborne noise levels.	No mitigation is necessary.	Less than significant,
Impact N-3: Substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	No mitigation is necessary.	Less than significant.

Table 2 1: Executive Summary Matrix (Cont.)

EIR Section-Impacts	Summary of Mitigation Measures (see Section 8 for complete text)	Level of Significance After Mitigation
Impact N-4: Substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing.	**NOI-4a.** Construction noise mitigation plan required. **NOI-4b** Muffle construction equipment noise and limit construction hours.	Less than significant.
Impact N-5: Located within an airport land use plan and or within two miles of a public airport.	No mitigation is necessary.	Less than significant.
Impact N-6: Located within the vicinity of a private airstrip.	No mitigation is necessary.	Less than significant.
SECTION 4.11 – POPULATION AND HOUSING		
Impact PH-1: Induce substantial population growth in an area.	No mitigation is necessary.	Less than significant.
Impact PH-2: Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.	No mitigation is necessary.	Less than significant.
Impact PH-3: Displace substantial numbers of people necessitating the construction of replacement housing elsewhere.	No mitigation is necessary.	Less Than Significant Impact
SECTION 4.11 - PUBLIC SERVICES		
Impact PS-1-4 Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for Fire Protection Police Protection Schools Parks	No mitigation is necessary.	Less than significant.
SECTION 4.12- RECREATION		
Impact R-1: Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of	No mitigation is necessary.	Less than significant.

EIR Section-Impacts	Summary of Mitigation Measures (see Section 8 for complete text)	Level of Significance After Mitigation
the facility would occur or be accelerated.		
Impact R-2: Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.	No mitigation is necessary.	Less than significant.
SECTION 4.12 – TRANSPORTATION AND CIRCULATION		
Impact T-1: Increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections).	**T-1a through T-4c** Construct on-site improvements and pay fair share costs of off-site improvements.	Less than significant.
Impact T-2: Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.	**T4-c** Pay Transportation Uniform Mitigation Fee (TUMF).	Less than significant.
Impact T-3: Change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.	No mitigation is necessary.	Less than significant.
Impact T-4: Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	No mitigation is necessary.	Less than significant.
Impact T-5: Result in inadequate emergency access.	No mitigation is necessary.	Less than significant.
Impact T-6: Result in inadequate parking capacity.	No mitigation is necessary.	Less than significant.
Impact T-7: Other Traffic Issues-Deletion of Mustang Way Extension.	No mitigation is necessary.	Less than significant.
Impact T-8: Conflict with adopted policies, plans or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks).	No mitigation is necessary.	Less than significant.
SECTION 4.16- UTILITY SYSTEMS		
Impact U-1: Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.	No mitigation is necessary.	Less than significant.

Table 2 1: Executive Summary Matrix (Cont.)

EIR Section-Impacts	Summary of Mitigation Measures (see Section 8 for complete text)	Level of Significance After Mitigation
Impact U-2: Require or result in the construction of new electrical, natural gas, telephone, water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	**U2-a** Comply with Regional Water Quality Control Board wastewater discharge requirements. **U2-b** Utility plans to be approved by service providers. **U2-c** Protect utility easements and coordinate utility systems with service providers.	Less than significant.
Impact U-3: Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	No mitigation is necessary.	Less than significant.
Impact U-4: Sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.	No mitigation is necessary.	Less than significant.
Impact U-5: Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.	No mitigation is necessary.	Less than significant.
Impact U-6: Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.	No mitigation is necessary.	Less than significant.
Impact U-7: Comply with federal, state, and local statutes and regulations related to solid waste.	No mitigation is necessary.	Less than significant.
SECTION 4.17 – GLOBAL CLIMATE CHANGE		
Impact CC-1: Would the Project significantly hinder or delay California's ability to meet the reduction targets contained in AB 32?	**CC-1** Prior to approval of each Final Tract Map OR prior to issuance of grading permits, the applicant or merchant builders shall provide an "Energy and Water Efficiency Plan." The Plan shall provide implementation and design level details demonstrating inclusion of feasible energy and water efficiency measures. The Plan shall incorporate energy standards in effect at the time the plan is prepared, and commercially available technology or features. The Plan will be prepared to the	Speculative, no significance finding.

EIR Section-Impacts	Summary of Mitigation Measures (see Section 8 for complete text)	Level of Significance After Mitigation
	satisfaction of the City of Hemet, Community Development Director. Design features to be included include but are not limited to the following: a) Design to meet or exceed 2008 Title 24 requirements. b) Use of cool paints on buildings and driveway areas. c) Incorporation of a minimum of two deciduous shade trees on the south and west sides of each of the residential units. d) Incorporation of energy efficient (EPA star rated or equivalent) appliances (i.e., dishwashers, washer, dryer, refrigerator, stoves, etc.) where they are provided by the developer. e) Incorporation of energy efficient exterior lighting and compact fluorescent lights in residential units. f) Tankless water heaters installed in the residential units. Additionally, water efficient fixtures and appliances shall be installed where feasible. g) A Landscape Plan for the developer-installed landscaping pursuant to City of Hemet Ordinance, Article XLVIII, Landscaping and Irrigation shall be prepared. Included in the Plan shall be the following: the landscaping in the open space areas shall use drought-resistant plants; water efficiency training and certification shall be required for irrigation designers, installers, and managers; the Homeowner's Association(s) shall be audited for their water use to promote efficient water use; and there shall be restrictions on watering methods in the open space areas to prohibit systems that apply water to non-vegetated systems. h) The residential areas shall have a limit on the amount of turf (grass) of a maximum of 25 percent of the total yard. There shall be no minimum grass area requirement. i) Graywater and raincapture systems shall be offered to the homebuyers as an option. This option shall be actively advertised and demonstrated in all of the model homes. **CC-2** To reduce vehicle miles traveled and emissions associated with trucks and vehicles, the following measures shall be implemented to the satisfaction of the City of Hemet, Community Development Director: a) Onsite bicycle storage parking shall be provided where designated by the City of Hemet Parks and Facilities Department. b) The applicant shall pay its fair share contribution to traffic impact fees and coordinate with the City regarding intersections within the project vicinity, such that traffic passes more efficiently through congested areas. If signals are installed as part of the project, the applicant shall	

Table 2 1: Executive Summary Matrix (Cont.)

EIR Section-Impacts	Summary of Mitigation Measures (see Section 8 for complete text)	Level of Significance After Mitigation
	install the use of Light Emitting Diode traffic lights. c) Bicycle lanes and sidewalks/pedestrian paths shall be incorporated into the project area, to connect project residences to schools, parks, and the nearest transit stop. d) Work with the County of Riverside Transit Agency to determine if there is a need for a bus pull out area and benches on the project site. If there is a need, they shall be installed at the expense of the applicant. **CC-3** To reduce waste, the applicant shall prepare a Waste Management Plan with the goal of reducing waste during construction by at least 50 percent. There shall be an area designated for recycling waste from the project during construction. **CC-4** Electrical outlets shall be installed in the exterior of the residences to power outdoor electric lawn and garden equipment for landscaping. Additionally, any landscape equipment to be used to maintain the public areas in the development shall be electric.	
Impact CC-2: Would the impacts of climate change significantly impact the Project?	Mitigation measure CC-1 would increase energy efficiency and decrease water use.	Less than significant.
Impact CC-3: Would the Project's greenhouse gas emissions contribute cumulatively to climate change?	None.	Speculative, no significance finding.

SECTION 2: INTRODUCTION

2.1 - Overview, Purpose, and Authority of the EIR

This Draft Environmental Impact Report (DEIR) is prepared in accordance with the California Environmental Quality Act (CEQA) to evaluate the potential environmental impacts associated with the implementation of the City of Hemet General Plan Amendment No. 07-01, Page Ranch Planned Community Amendment No. 06-04 and Tentative Tract Maps (TTMs) 35392, 35393, and 35394 (Rancho Diamante Phase II) (State Clearinghouse No. 2007091039). This document is prepared in conformance with CEQA (California Public Resources Code, § 21000 et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, § 15000 et seq.), and City of Hemet rules and regulations. This DEIR serves as an informational document for the public agency decision-makers and the public regarding the Rancho Diamante Phase II project.

2.1.1 - Overview

Rancho Diamante Phase II consists of approximately 213.8 acres, which is planned for residential development. The proposed project consists of an amendment to the *City of Hemet General Plan*, an amendment to the *Page Ranch Planned Community Master Plan and Development Standards* (PCP-79-93), as amended August 2001, August 2003, and July 2004), (hereinafter Page Ranch Master Plan) and three TTMs (35392, 35393, and 35394). The amendments to the General Plan and Page Ranch Master Plan are necessary to develop the project at the proposed densities (average 3.9 dwelling units per acre [du/ac]). Section 3, *Project Description*, provides a complete description of the project.

2.1.2 - Purpose and Authority

An Environmental Impact Report (EIR) was selected as the appropriate type of environmental document to prepare based on the substantial nature of the project changes as compared to the impacts previously analyzed in the Page Ranch Master Plan EIR (certified 1980). Specifically, CEQA Guidelines Section 15162 (a) (1) provides that:

> (a) "When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:
>
> > (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects;..."

Consistent with CEQA Section 21166, and CEQA Guidelines Section 15162, this SEIR addresses:

- Proposed changes to the General Plan Land Use Element;

- Proposed changes associated with Specific Plan Amendment (SPA) 06-4 to the original Page Ranch Master Plan; and
- Potential environmental impacts associated with the subdivision of the project site for subsequent development of approximately 933 single-family homes, streets, and open space purposes.

This DEIR provides a project-level analysis of the environmental effects of the General Plan Amendment, Page Ranch Master Plan Amendment and the three Tentative Tract Maps. The environmental impacts of the proposed project are analyzed in the SEIR to the degree of specificity appropriate, in accordance with § 15146 and § 15180 of the CEQA Guidelines. This document addresses the potentially significant adverse environmental impacts that may be associated with the planning, construction, or operation of the project. It also identifies appropriate and feasible mitigation measures and alternatives that may be adopted to significantly reduce or avoid these impacts.

CEQA requires that a DEIR contain, at a minimum, certain specific elements. These elements are contained in this DEIR and include:

- Table of Contents;
- Executive Summary;
- Introduction;
- Project Description;
- Environmental Setting, Significant Environmental Impacts, and Mitigation Measures;
- Cumulative Impacts;
- Significant Unavoidable Adverse Impacts;
- Alternatives to the Proposed Project;
- Growth-Inducing Impacts;
- Effects Found Not To Be Significant; and
- Areas of Known Controversy.

2.1.3 - Lead Agency Determination

The City of Hemet is designated as the lead agency for the project. CEQA Guidelines § 15367 defines the lead agency as ". . . the public agency, which has the principal responsibility for carrying out or approving a project." Other public agencies may use this DEIR in the decision-making or permit process and consider the information in this DEIR along with other information that may be presented during the CEQA process.

A consultant under contract to the City of Hemet prepared this DEIR. Prior to public review, the DEIR was extensively reviewed and evaluated by the City staff. This DEIR reflects the independent judgment and analysis of the City as required by CEQA. Lists of organizations and persons consulted

and the report preparation personnel are provided in Sections 8, Report Preparation Resources of this DEIR.

2.1.4 - Project of Statewide, Regional, or Areawide Environmental Significance

Section 15206 of the CEQA Guidelines sets forth the following criteria for determining if a project is of statewide, regional, or area wide environmental significance:

- The project proposes to amend a General Plan;
- The project has affects on the environment that extend beyond the jurisdiction it is located in;
- The project contains more than 500 dwelling units;
- The project is a shopping center that would employ more than 1,000 persons or encompass more than 500,000 square feet of commercial floor space;
- The project is a commercial office building employing more than 1,000 persons or encompass more than 250,000 square feet of commercial floor space;
- The project contains more than 500 hotel/motel rooms;
- The project is a proposed industrial, manufacturing; processing plant or industrial park employing more than 1,000 persons, occupying more than 40 acres of land, or encompassing more than 650,000 square feet of floor space;
- The project would result in the cancellation of a Williamson Act contract encompassing more than 100 acres;
- The project would adversely impact the Lake Tahoe Basin, the Santa Monica Mountains Zone, the California Coastal Zone, a wild or scenic river, the Sacramento-San Joaquin Delta, Suisun Marsh, or San Francisco Bay;
- The project would adversely affect sensitive wildlife habitats;
- The project would interfere with the attainment of regional water quality standards; or
- The project would locate more than 500 persons or jobs within 10 miles of a nuclear power plant.

The proposed project would amend the City of Hemet General Plan and contain more than 500 dwelling units, and therefore meets two of the above criteria for a statewide, regional, or area wide significant project. The proposed project will comply with the review requirements of Section 15205, which require that copies of the DEIR be submitted to the State Clearinghouse for review by state agencies.

2.2 - Scope of the SEIR

This DEIR addresses the potential environmental effects of the proposed project. The scope of this DEIR includes the areas of controversy identified by the Notice of Preparation (NOP) issued by the City, comments obtained during a public scoping meeting, as well as issues raised by agencies and the public in response to the NOP.

2.2.1 - Environmental Topics to be Addressed in the DEIR

The City determined that a DEIR would be required based upon preliminary review of the project and has identified the following environmental topics to be addressed in the DEIR:

- Aesthetics;
- Agricultural Resources;
- Air Quality;
- Biological Resources;
- Cultural Resources;
- Geology and Soils;
- Hazards and Hazardous Materials;
- Hydrology & Water Quality;
- Land Use and Planning;
- Mineral Resources;
- Noise;
- Population and Housing;
- Public Services;
- Recreation;
- Transportation/Traffic; and
- Utilities.

The determination of which environmental impact areas to be analyzed in the DEIR was made without the use of an Initial Study, as provided in the CEQA Guidelines Section 15060 (d) which states that, "If the lead agency can determine that an DEIR will be clearly required for a project, the agency may skip further initial review of the project and begin work directly on the DEIR process . ."

On September 10, 2007, the City circulated a NOP of a DEIR (SCH# 2007091039) for the proposed project to request comments from other governmental agencies and interested parties as to the scope and content of environmental issues germane to their governmental authority or to identify any other impact issues that should be addressed in the DEIR. Copies of comments on the NOP are provided in Appendix A. The following comments submitted by the government agencies and public on the NOP raised concerns regarding:

- The proposed development at Stetson Avenue, Poplar Street, Warren Road, and Fisher Street may increase traffic volumes not only on street but also at intersections, but also at the Warren Road (DOT# 027366S), Fisher Street (DOT# 027367Y) and Stetson Avenue (DOT# 027368F) crossings (Public Utilities Commission).
- Review site for hazardous substances (Department of Toxic Substances Control).
- Need for Native American Monitoring and Consultation for cultural resources (Soboba Band of Luiseno Indians).
- Location of vernal pools within the 1,260-acre vernal pool complex in relation to the project site (Natural Resource Conservation Service).

- Air quality impact analysis to be included in the EIR (SCAQMD).

In addition, a public scooping meeting was held on September 18, 2007 at the offices of the City of Hemet. There were no comments received at the scooping meeting.

As a result of the NOP and Scoping meeting, the DEIR includes evaluation of air quality in Section 4.3 *Air Quality*, hazardous substances in Section 4.7 *Hazards and Hazardous Materials*, cultural resources as they pertain to Native American concerns in Section 4.5 *Cultural Resources*, vernal pools in Section 4.4 *Biology,* and impacts to railroad crossings in Section 4.15 *Transportation.*. Responsible or other public agencies should make substantive comments on this DEIR that are within the agency's area of expertise that is supported by specific documentation. Following a 45-day review period for circulation and public review, the City will incorporate all comments and responses into the DEIR prior to any certification of the document.

2.3 - Organization of the EIR

This DEIR is organized into the following main sections:

- **Section 1: Executive Summary.** This section includes a summary of the proposed General Plan Amendment, the Rancho Diamante Master Plan Amendment, TTMs and Project Alternatives to be addressed in the DEIR. A brief description of the areas of controversy and issues to be resolved and includes a table which summarizes the impacts, mitigation measures, and level of significance after mitigation.
- **Section 2: Introduction.** This section provides an introduction and overview describing the purpose of this DEIR, its scope and components, and its review and certification process.
- **Section 3: Project Description.** This section includes a detailed description of the proposed project, including its location, site, and project characteristics. A discussion of the project objectives, intended uses of the DEIR, responsible agencies, and approvals that are needed for the proposed project are also provided.
- **Section 4: Environmental Impact Analysis.** This section analyzes the environmental impacts of the proposed project. Impacts are organized into major topic areas. Each topic area includes a description of the environmental setting, methodology, significance criteria, impacts, mitigation measures, and significance after mitigation. The specific environmental topics that are addressed within Section 4 are as follows:

  Section 4.1 - Aesthetics: Addresses the visual impacts of development intensification and the overall increase in illumination produced by the project.

  Section 4.2 - Agriculture: Addresses the project's impacts on local agriculture and farmland.

Section 4.3 - Air Quality: Addresses the local and regional air quality impacts associated with project implementation as well as consistency with the Southern California Area Air Quality Management District Ozone Strategy plan.

Section 4.4 - Biological Resources: Addresses the project's impacts on habitat, vegetation, and wildlife; the potential degradation or elimination of important habitat; and impacts on listed, proposed, and candidate threatened and endangered species. This section includes a discussion on the Determination of Biologically Equivalent or Superior Preservation (DBESP) in regard to the Burrowing Owl. In addition, because the Project site is within a Criteria Cell, a discussion of the Habitat Acquisition Negotiation Strategy (HANS) pursuant to the Western Riverside County Multiple Habitat Conservation Plan (MSHCP) is discussed.

Section 4.5 - Cultural Resources: Addresses the impacts of project development on known historical resources and potential archeological and paleontological resources.

Section 4.6 - Geology and Soils: Addresses the potential impacts the project may have on soils, and assesses the effects of project development in relation to geologic and seismic conditions.

Section 4.7 - Hazards and Hazardous Materials: Addresses the likelihood of the presence of hazardous materials or conditions on the project site and in the project area that may have the potential to impact human health.

Section 4.8 - Hydrology and Water Quality: Addresses the impacts of the project on local hydrological conditions, including drainage areas, changes in the flow rates, and potential impacts to water quality.

Section 4.9 - Land Use and Planning: Addresses the related land use impacts associated with implementation of the project including project compatibility with surrounding land uses as well as any potential conflicts with the City of Hemet General Plan (including the proposed update in process), Page Ranch Master Plan, and Riverside County Multiple Species Habitat Conservation Plan (also addressed in more detail in Section 4.4, *Biological Resources*)

Section 4.10 - Mineral Resources: Addresses project impacts on known mineral resources and availability of locally important mineral resources.

Section 4.11 - Noise: Addresses the noise impacts during construction and at project buildout from mobile and stationary sources. The section also addresses the impact of noise generation on neighboring uses and the noise impacts of the Hemet-Ryan Airport.

Section 4.12 - Population and Housing: Addresses the impact of residential development in terms of population growth, employment opportunities, housing affordability, and the jobs-to-housing balance.

Section 4.13 - Public Services: Addresses the impacts upon service providers including fire, police, water supply (Water Assessment), wastewater, and solid waste providers.

Section 4.14 - Recreation: Addresses the impacts on the need for additional recreational facilities or impacts on existing facilities.

Section 4.15 - Transportation: Addresses the impacts on the local and regional roadway system, as well as impacts related to emergency access, parking, and alternative transportation.

Section 4.16 - Utilities: Addresses the impacts upon service providers including water, sewer, and solid waste.

Section 4.17 – Climate Change and Greenhouse Gases: Addresses the existing air quality setting and potential effects from Project implementation on the site and its surrounding area in regards to climate change and greenhouse gases.

- **Section 5: Cumulative Impacts.** This section discusses the cumulative impacts associated with the proposed project, including the impacts of past, present, and probable future projects.
- **Section 6: Growth Inducing, Unavoidable Adverse, and Irreversible Impacts.** This section provides a summary of significant environmental impacts, including unavoidable and growth-inducing impacts, and the project's irreversible and irretrievable commitment of resources.
- **Section 7: Alternatives to the Proposed Project.** This section compares the impacts of the proposed project with three land use project alternatives: the No Project Alternative, the Existing General Plan/Master Plan Alternative, and the Airport Compatibility Alternative. An environmentally superior alternative is also identified.
- **Section 8: Report Preparation Resources.** This section contains a full list of persons and organizations that were consulted during the preparation of this DEIR. Also listed are the authors that assisted in the preparation of the DEIR, by name and company/agency affiliation.
- **Section 9: References.** This section contains a full list of references that were used in the preparation of this DEIR.
- **Appendices:** The material in the appendices includes all notices and other procedural documents pertinent to the DEIR, as well as all technical material prepared to support the analysis.

2.4 - Documents Incorporated by Reference

As permitted by § 15150 of the CEQA Guidelines, this DEIR has referenced several technical studies, analyses, and previously certified environmental documentation. Information from the documents, which have been incorporated by reference, has been briefly summarized in the appropriate sections(s). The relationship between the incorporated part of the referenced document and the DEIR has also been described.

These documents are specifically identified in Section 9, References, of this DEIR. In accordance with § 15150(b) of the CEQA Guidelines, these referenced documents and other sources used in the preparation of the DEIR are available for review at the City of Hemet Planning Department at the address shown in Section 2.7 below.

2.5 - Documents Prepared for the Project

The following technical studies and analyses were prepared for the proposed Rancho Diamante Phase II project.

- *Rancho Diamante Phase II Traffic Impact Analysis, City of Hemet, California*, May 8, 2007, prepared by Urban Crossroads.
- *Rancho Diamante Phase II Noise Study EIR Noise Study, City of Hemet, California*, July 25, 2007, prepared by Urban Crossroads.
- *Preliminary Drainage Report for the Rancho Diamante Planned Community (Phase II), TTM 35392, Hemet, CA,* July 2007, prepared by Stantec.
- *Preliminary Drainage Report for the Rancho Diamante Planned Community (Phase II), TTM 35393, Hemet, CA,* July 2007, prepared by Stantec.
- *Preliminary Drainage Report for the Rancho Diamante Planned Community (Phase II), TTM 35394, Hemet, CA,* July 2007, prepared by Stantec.
- *Update Geotechnical Investigation Rancho Diamante, Tentative Tract Map 35392, 35393, and 35394, City of Hemet Riverside County, California,* June 15, 2007, prepared by Leighton & Associates.
- *Phase 1 Cultural Resources Survey Tract # 35392, Tract # 35393, and Tract # 35394, The Rancho Diamante Project, City of Hemet, Riverside County, California,* April 16, 2007, prepared by Michael Brandman Associates (MBA).
- *Preliminary Water Quality Management Plan for Rancho Diamante Planner Community (Phase II), TTM 35392, Hemet, CA,* November 2007, prepared by Stantec.
- *Preliminary Water Quality Management Plan for Rancho Diamante Planner Community (Phase II), TTM 35393, Hemet, CA,* November 2007, prepared by Stantec.
- *Preliminary Water Quality Management Plan for Rancho Diamante Planner Community (Phase II), TTM 35394, Hemet, CA,* November 2007, prepared by Stantec.
- *Air Quality Analysis Report Rancho Diamante Phase II, Hemet, California,* January 2008, prepared by MBA.
- *Biological Resources Impact Analysis, MSHCP Consistency Analysis, and HANS Review for the Rancho Diamante Project (TTMs 35392, 35393 and 35394),* March 2008, prepared by MBA.

- *Agricultural Resource Analysis Rancho Diamante, Phase II, City of Hemet, Riverside County, California*, May 7, 2007, prepared by MBA.
- *Airport Compatibility Analysis Rancho Diamante Phase II, Hemet, California*, March 18, 2008, prepared by MBA.
- *Phase I Environmental site Assessment, City of Hemet, Riverside County, California*, May 20, 2007, prepared by IWS Environmental.

2.6 - Lead Agency, Sponsor, and Consultant

The City of Hemet is the lead agency in the preparation of the DEIR. Benchmark Pacific is the applicant for the proposed project. Michael Brandman Associates (MBA) is the environmental consultant to the City of Hemet for the project.

2.7 - Review of the DEIR

Upon completion of the DEIR, the City of Hemet will file a Notice of Completion (NOC) with the State Office of Planning and Research to begin the public review period (Public Resources Code, § 21161). Concurrent with the NOC, this DEIR has been distributed to responsible and trustee agencies, other affected agencies, surrounding cities, and interested parties, as well as all parties requesting a copy of the DEIR in accordance with Public Resources Code 21092(b)(3). During the public review period, the DEIR, including the technical appendices, is available for review at the City of Hemet Planning Department, located at 445 Florida Avenue, Hemet, California 92543 and at the Hemet Library located at 300 E. Latham Ave, Hemet, California 92543. Agencies, organizations, and interested parties not previously contacted, or who did not respond to the NOP, currently have the opportunity to comment on the DEIR during the public review period on the DEIR.

Written comments on this DEIR should be addressed to:

City of Hemet
Planning Department
445 Florida Avenue
Hemet, CA 92543
Attn: Bernie Chase

Upon completion of the public review period, written responses to all significant environmental issues raised will be prepared and made available for review at least 10 days prior to the public hearing on the project before the City Council, at which the certification of the Final EIR will be considered. Comments received and the responses to comments will be included as part of the record for consideration by decision-makers for the project.

SECTION 3: PROJECT DESCRIPTION

3.1 - Project Location

The project site is located in the southwestern portion of the City of Hemet. The regional location is depicted on Exhibit 3-1, Regional Location Map. As described below, the project consists of three tentative tract maps (TTMs) that are situated south of Stetson Avenue adjacent to Fisher Street and Warren Road. TTM 35392 is located south of Stetson Avenue, and both west and east of the extension of Fisher Street. TTM 35393 is located south of Mustang Way, north of Poplar Street, between Fisher Street to the east and Warren Road to the west. TTM 35394 is situated between Warren Road and the future New Warren Road, south of Stetson Avenue. Exhibit 3-2, Local Vicinity Aerial Map shows the local vicinity of the project site.

3.2 - Project Description and Background

3.2.1 - Background

The project site is located in the Page Ranch Master Plan (see Exhibit 3-3). The Page Ranch Master Plan is included in a special planning study commissioned by the City of Hemet in 1979 and entitled *Specific Land Use Plan for the Southwest Area*, which established land use planning for 3,241 acres. The Page Ranch Master Plan was adopted by the City of Hemet in February 1980 and further defined planning for portions of the Southwest Area including the proposed project site. The EIR evaluating the Page Ranch Master Plan is the *Specific Land Use Plan for the Southwest Area EIR*, which was certified in February 1980. In approving the Page Ranch Master Plan, the City of Hemet determined that the plan and development standards were consistent with the adopted goals and objectives of the *Specific Land Use Plan for the Southwest Area* and relied upon the certified Specific Plan EIR.

3.2.2 - Project Description

The proposed project consists of General Plan Amendment (GPA 07-1), Specific Plan Amendment (SPA 06-4) and three Tentative Tract Maps (TTMs 35392, 35393, and 35394). Approval of the proposed project requires discretionary action by the City of Hemet.

General Plan Amendment (GPA 07-1)

Under GPA 07-1, the project proposes to change the General Plan land use designation for the TTM 35392 site from Manufacturing and Logistics to Low Medium Density Residential (5.0 dwelling units per acre [du/ac]), and the land use designation for the TTM 35394 site from Rural Residential 2.5 (1.0 to 2.5 du/ac) to Low Medium Density Residential (5.0 du/ac). The TTM 32593 site is not the subject of the General Plan Amendment as it is already designated for development for Low Medium Density Residential (5.0 du/ac).

Specific Plan Amendment 06-4 (SPA 06-4)

Land Use Designations

Under SPA 06-4, the project proposes to change the *Page Ranch Master Plan* land designations for TTM 35392 from M-2 Industrial to Medium Density Residential (5.0 du/ac) and for TTM 35394 from Low Density Residential (3.0 du/ac) to Medium Density Residential (5.0 du/ac). TTM 35393 is not the subject of a land use designation change as the site is already designated as Low Medium Density Residential (5.0 du/ac). These designations are consistent with the proposed land use designations for GPA-07-1 described above. In addition, SPA 06-4 will update the *Page Ranch Master Plan Circulation and Bicycle Route Plans* to reflect the new roadway configurations initiated with the tentative tract maps and revise the Planning Areas within the Page Ranch Master Plan to reflect the new residential areas.

Planning Areas

The proposed amendment is to allow for changes within Planning Areas III, IV and VII of the adopted Specific Plan to create new Planning Areas X (for TTM 35394), XI (for TTM 35393), and XII (for TTTM 35392), and XIII (for the N.A.P. portion of TTM 35394) (see Exhibit 4.9.3). The new planning areas are being proposed to accommodate proposed changes in land uses and to more accurately represent the portions of previously designated planning areas that remain to be developed. As a result of the proposed changes, there is a loss of 39.3 acres of industrial land and an increase of 72.6 acres of residential land.

Circulation Plan

The proposed amendment will show the new alignments of Old Warren Road, New Warren Road, Stetson Avenue and Fisher Street (see Exhibit 4.15-2).

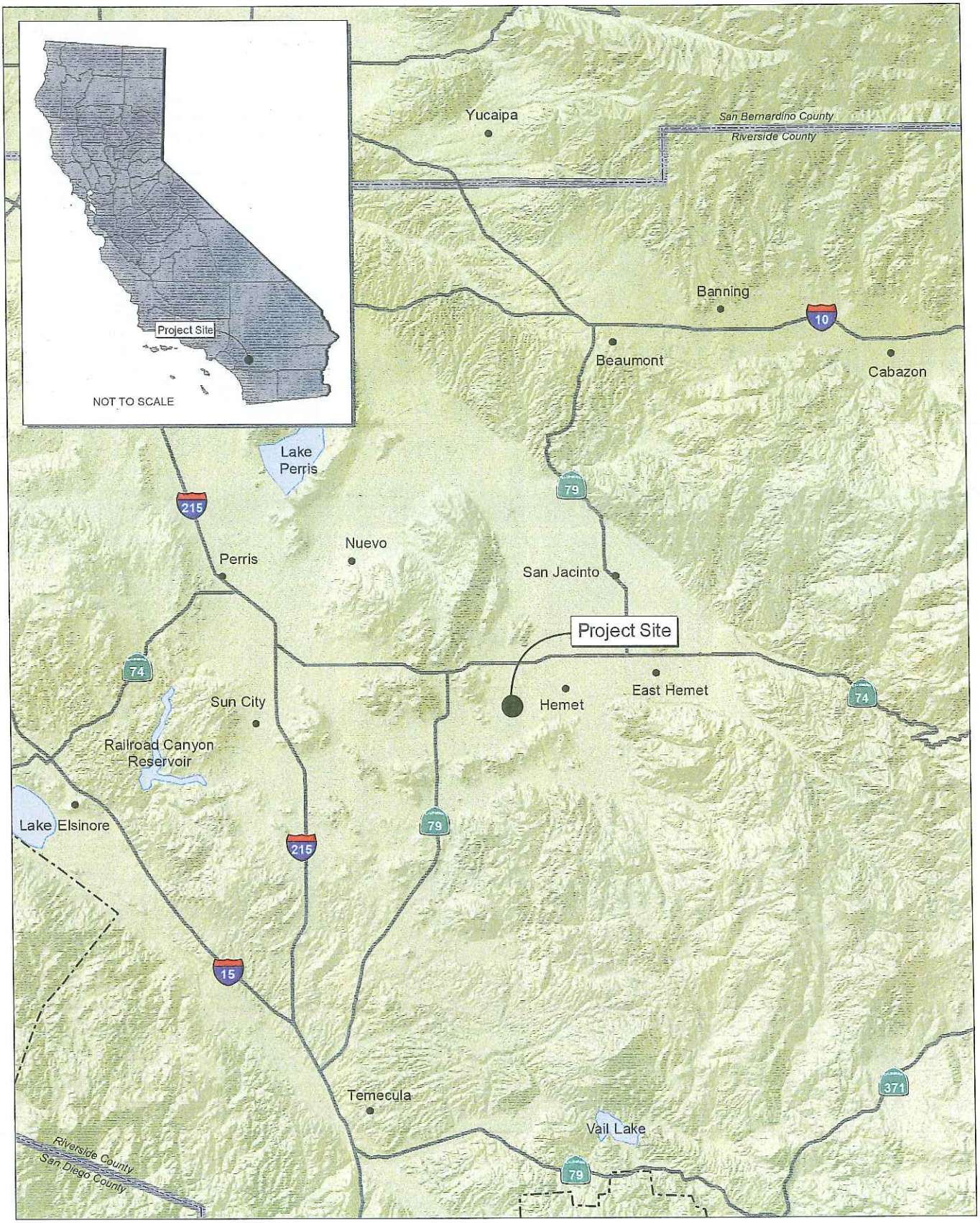
Development Regulations

The proposed amendment also updates the development standards from the 1979 version of the Page Ranch Community Master Plan to reflect the current City of Hemet Development Standards.

Tentative Tract Maps 35392, 35393, and 35394

TTMs 35392, 35393, and 35394 (Rancho Diamante Phase II) would entail the subdivision of approximately 213.8 acres into approximately 854 residential lots with paseos and open space.

Table 3-1 below provides a land use summary for Rancho Diamante Phase II.



Source: Census 2000 Data, The CaSIL, MBA GIS 2007.

NORTH

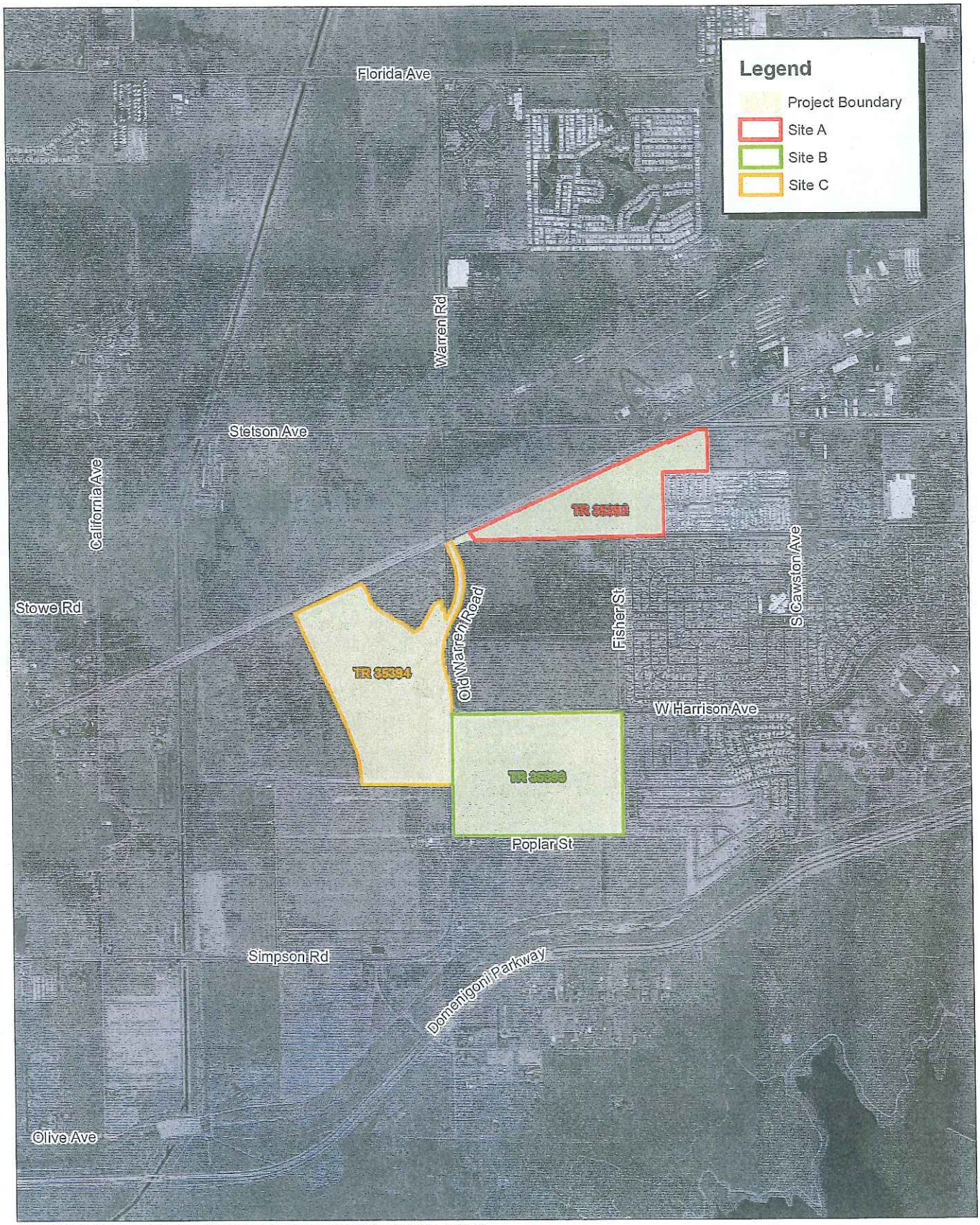
5 2.5 0 5 Miles

Michael Brandman Associates

22660014 • 12/2007 | 1-1_Regional.mxd

Exhibit 3-1
Regional Location Map

RANCHO DIAMANTE
EIR PHASE II



Source: National Agriculture Imagery Program, Riverside County (2005).

Michael Brandman Associates

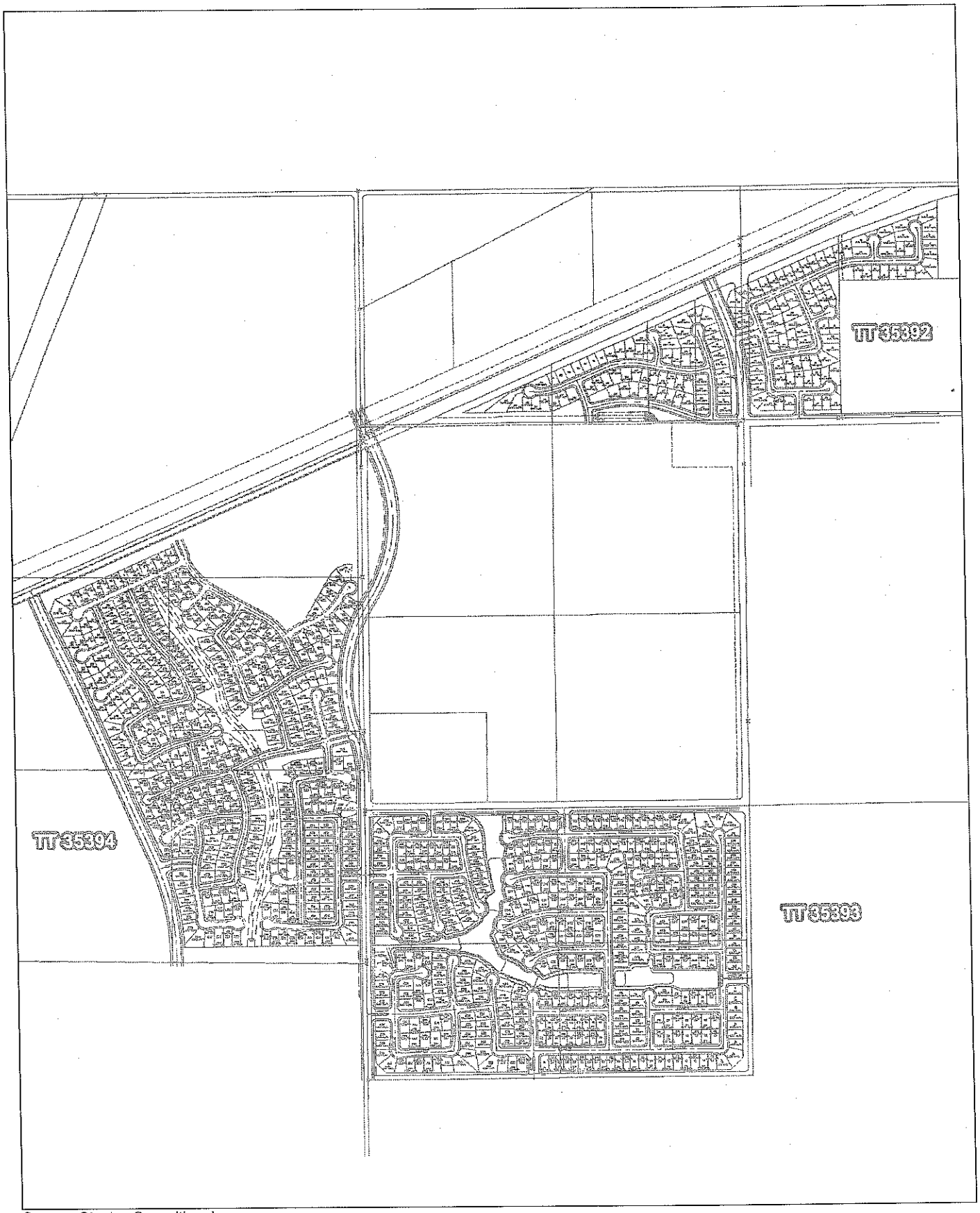
NORTH

2,000 1,000 0 2,000 Feet

Exhibit 3-2
Local Vicinity Aerial Map

22660014 • 12/2007 | 1-2_local_aerial.mxd

RANCHO DIAMANTE
EIR PHASE II



Source: Stantec Consulting, Inc.

NORTH

900 450 0 900

Feet

Michael Brandman Associates

22660014 • 01/2008 | 3-1_ttm_locations.mxd

Exhibit 3-3
TTM Locations

RANCHO DIAMANTE
EIR PHASE II

Table 3-1: Proposed Land Use Summary-Rancho Diamante Phase II

Proposes Land Use	Open Space (acres)	Total Acres	Number of Units	Density (Units/AC)
TTM 35392				
Medium-Density Residential (min. 5,000 sq. ft. lots)	10.1	45.6	155	3.2
TTM 35393				
Medium-Density Residential (min. 5,000 sq. ft. lots)	10.5	68.8	308	4.3
TTM 35394				
Medium-Density Residential (min. 5,000 sq. ft. lots)	18.2	99.4	391	4.2
Total	**38.8**	**213.8**	**854**	**3.9 average**

Existing Site Characteristics

The Project Site is located within the San Jacinto Valley in the City of Hemet. The Site is relatively flat with a minor slope to the northwest. Elevation onsite ranges from approximately 1,480 to 1,516 feet above mean sea level (AMSL). Surrounding land uses include a southwest-northeast trending flood control channel known as the Hemet Channel (and Salt Creek), a railway easement, agricultural lands, and Hemet-Ryan Airport to the north; north-south trending Metropolitan Water District's (MWD) San Diego aqueduct followed by agricultural areas to the west, existing residential development to the east, and agricultural areas to the south. The majority of the Project Site has been finely disked and very little vegetation currently exists. The Winchester USGS topographic quadrangle does not depict any streams inside the Project Site. The plant communities observed includes ruderal (frequently disked) agricultural land and small areas with non-native grassland (NNG) (see Exhibits 3-4a through 3-4d).

Project Characteristics

The Project proposes to construct 854 single-family homes and related infrastructure. The single-family homes are detached units with a minimum lot size of 5,000 square feet. Four hundred sixty-three (463) of the homes are for active seniors (55 years and older) and are to be an "extension" of the existing Del Webb Rancho Diamante community which provides a 23,000-square-foot clubhouse, community swimming pools, and tennis courts. Three hundred ninety-one (391) of the homes are for families and are also detached homes with a minimum lot size of 5,000 square feet.

Infrastructure necessary to support the project includes the following:

Drainage Improvements

TTM 35392 proposes five (5) drainage areas described as follows:

- **Drainage Area A:** Located at the northeasterly portion of site. The proposed storm drain at the northeasterly portion of Stetson Avenue will collect flows from Drainage Area A as well as

the Mountain Shadows Mobile Home Park. These flows will be discharged to the Hemet Channel to the north.

- **Drainage Area B:** Located in the vicinity of the north end of Fisher Street. The proposed storm drain at the north end of Fisher Street will collect flows from Drainage Area B. These flows will be discharged to the Hemet Channel to the north.

- **Drainage Area C:** Located at the southeasterly portion of the site. The proposed storm drain at the at the southeasterly portion of the site, adjacent to Thorton Avenue, will collect flows from Drainage Area C, along with flows from existing Thorton Avenue. These flows will be discharged to the Thorton Channel to the east of Fisher Street. From there, the flows will be conveyed to the impoundment area at the southwest intersection of Fisher Street and Thorton Avenue

- **Drainage Area D:** Located on the west side of Fischer Street, south of New Stetson Avenue. The proposed storm drain in the proposed cul-de-sac west of Fisher Street will collect flows from Drainage Area D. From there, the flows will be conveyed to the impoundment area at the southwest intersection of Fisher Street and Thorton Avenue via a proposed storm drainpipe.

- **Drainage Area E:** Located at the proposed extension of Thorton Street, west of Fisher Street. Proposed catch basins will collect flows from Drainage Area E and ultimately conveyed to the Thorton Channel.

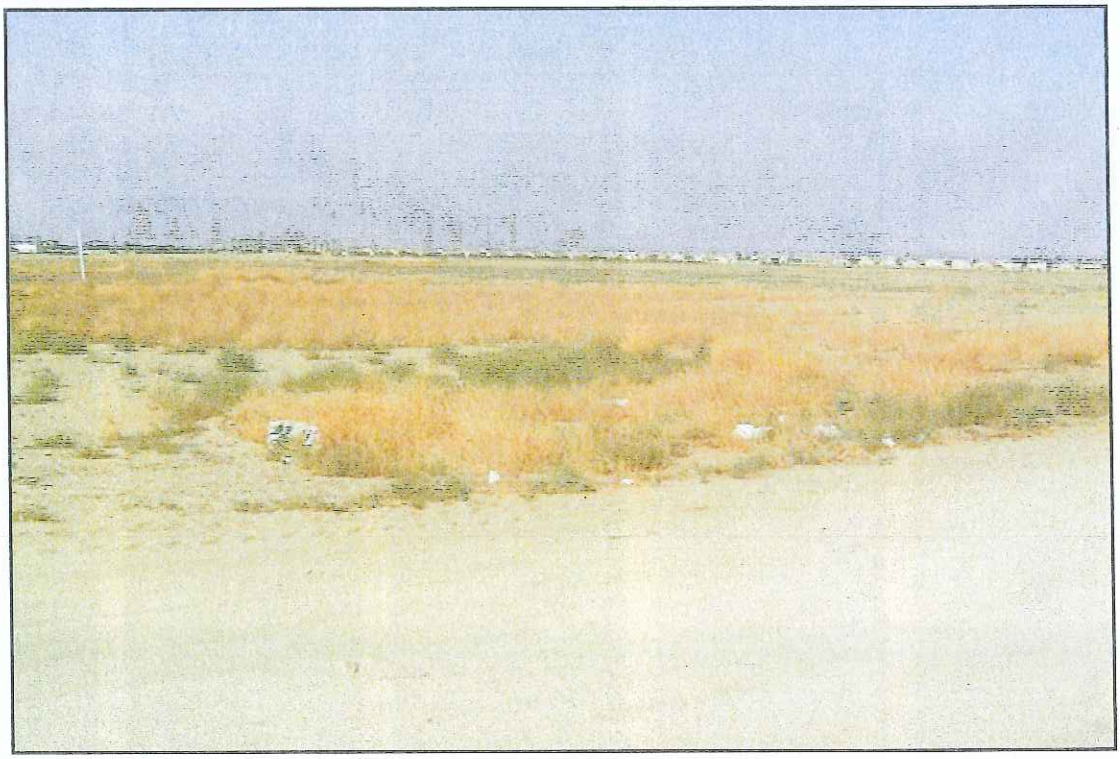
- **Drainage Area F:** Located on the westerly portion of the site. Flows from Drainage Area F will be collected in a proposed catch basin in the proposed cul-de-sac at the western most portion of the site and be conveyed to the Thorton Channel.

TTM 35393 includes turf-lined paseo swales generally located in an east-west direction in the center of the site and in a north-south direction in the northwestern portion of the site. The paseo widths and side slopes will vary to create a gently meandering channel through the paseo. Ultimately, flows from TTM 35393 will be conveyed into an earthen channel (Line 3B) to the existing detention basin at the southwesterly portion of the Rancho Diamante project site.

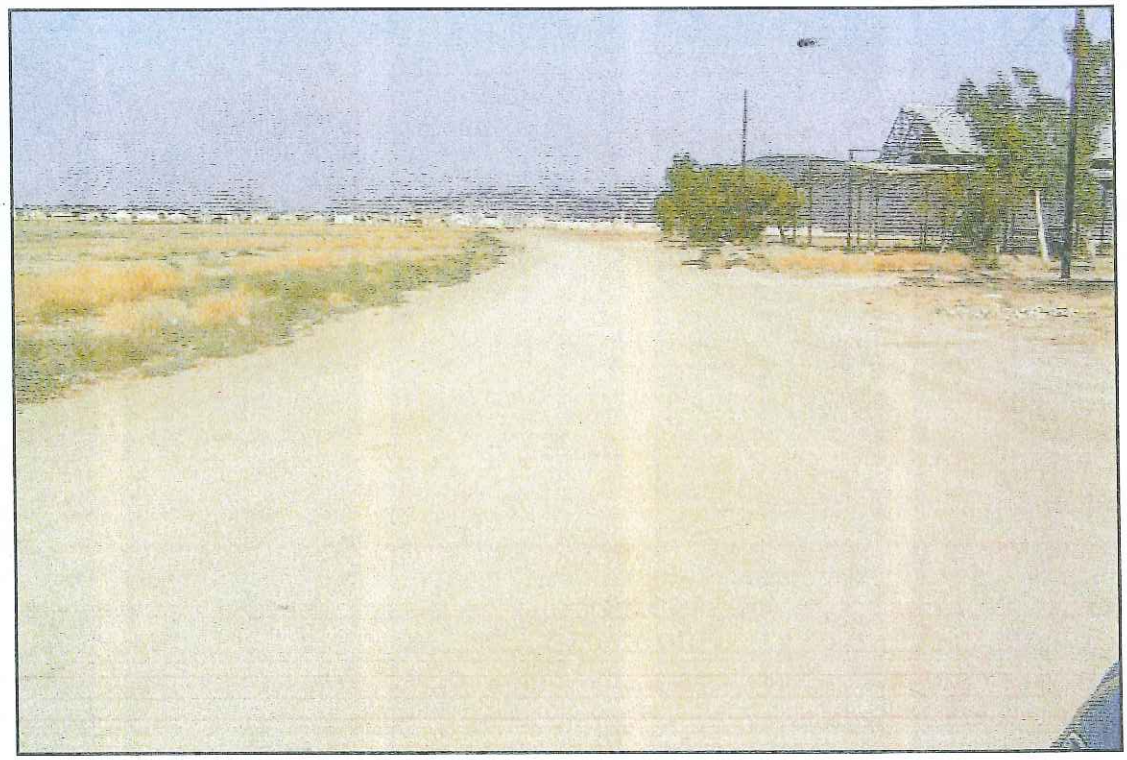
TTM 35394 includes turf-lined paseos swales generally located in an east-west direction in the center of the site. The paseo widths and side slopes will vary to create a gently meandering channel through the paseo. Ultimately, flows from TTM 35394 will be conveyed into an earthen channel (Line 3B) to the existing detention basin at the southwesterly portion of the Rancho Diamante project site.

Water

The proposed onsite water distribution system will be serviced by 1719 Pressure Zone, which includes the Cawston Tank and pipelines in Stetson Avenue, Cawston Avenue, Mustang Way, and Thorton Avenue.



Photograph 1: Looking northeast from Poplar Street and Old Warren Road. (TTM 35393)

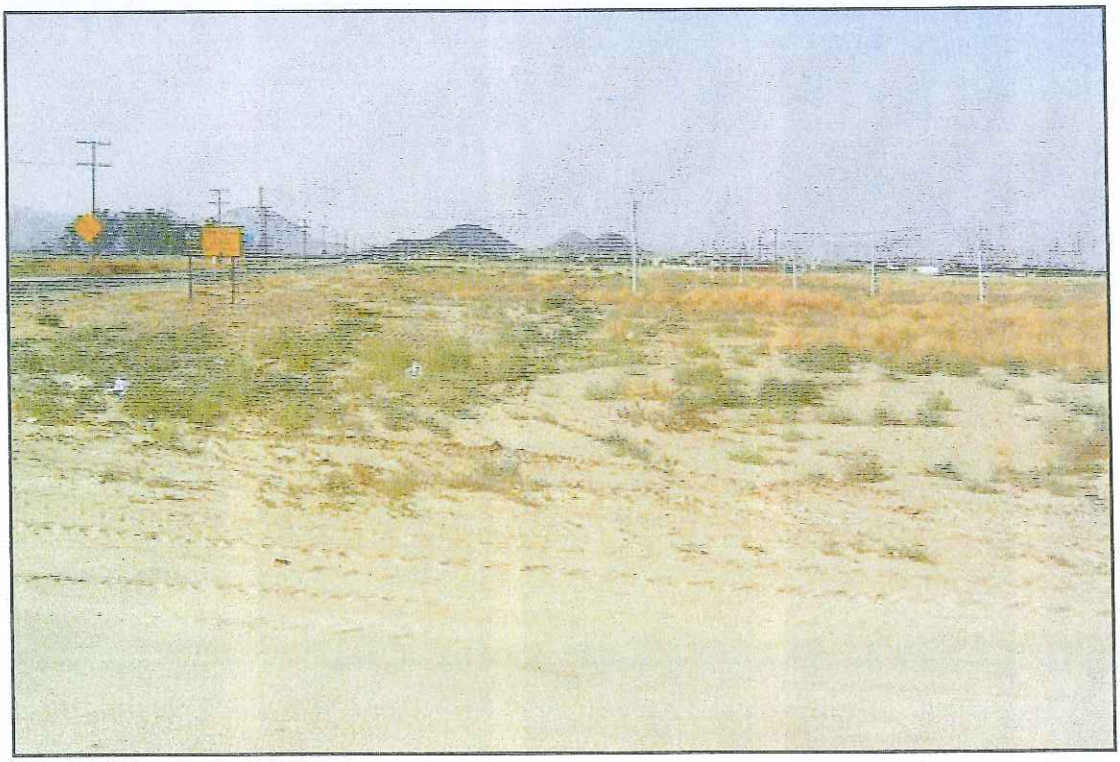


Photograph 2: Southern boundary. (TTM 35393)

Source: Michael Brandman Associates, 2007.

Michael Brandman Associates

Exhibit 3-4a
Site Photographs 1 and 2



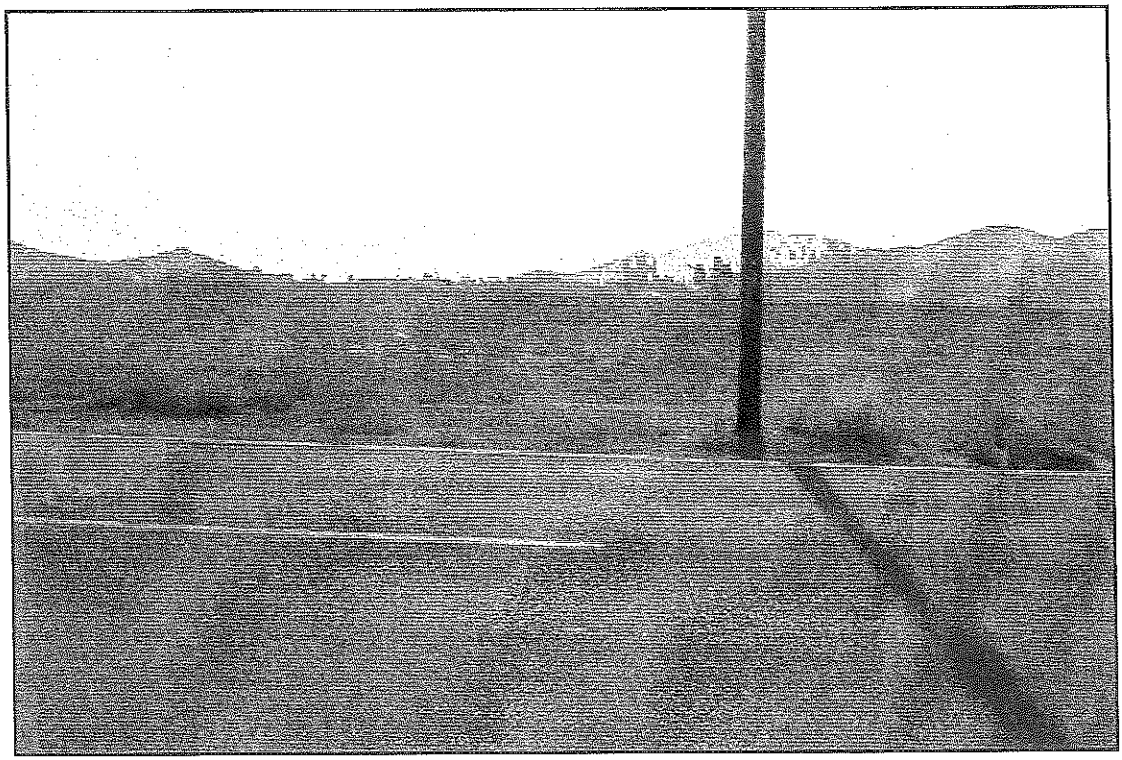
Photograph 3: Looking northwest from Poplar Street and Old Warren Road. (TTM 35393)

Photograph 4: Looking northwest from Mustang Way and Old Warren Road. (TTM 35394)

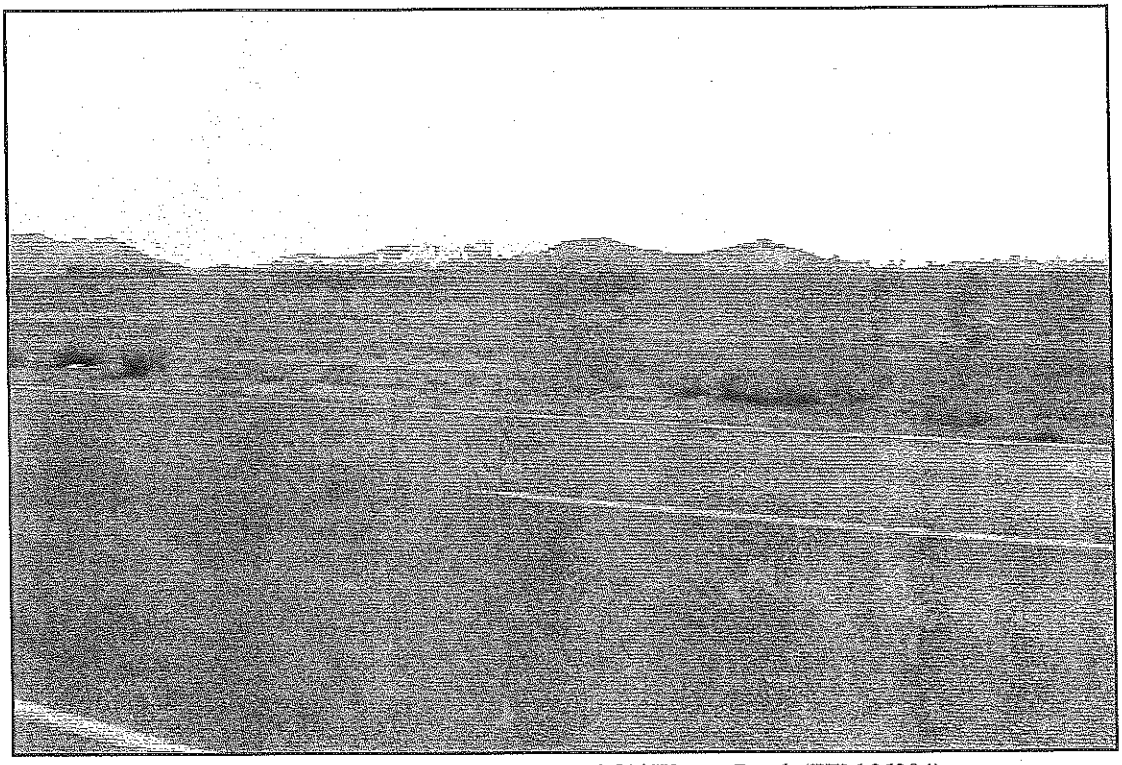
Source: Michael Brandman Associates, 2007.

Michael Brandman Associates

Exhibit 3-4b
Site Photographs 3 and 4



Photograph 5: Looking west from Mustang Way and Old Warren Road. (TTM 35394)



Photograph 6: Looking southwest from Mustang Way and Old Warren Road. (TTM 35394)

Source: Michael Brandman Associates, 2007.

Michael Brandman Associates

Exhibit 3-4c
Site Photographs 5 and 6

Photograph 7: Looking northwest from Thorton Avenue. (TTM 35392)

Photograph 8: Looking east from Thorton Avenue. (TTM 35392)

Source: Michael Brandman Associates, 2007.

Michael Brandman Associates

Exhibit 3-4d
Site Photographs 7 and 8

Sewer

All onsite flows from the project will ultimately flow west and south to the 30-inch trunk sewer line which parallels the San Diego Aqueduct. Flows from TTM 35392 will flow north to connect to the existing 24-inch trunk sewer which parallels the San Jacinto Branch Line of the BNSF Railway Company. Flows form TTM 35393 will connect to the recently constructed 15-inch sewer line at all three locations (Fisher Avenue, Mustang Way, and Old Warren Road. The majority of the flows from TTM 35394 will connect to the recently constructed 18-inch sewer line at the southern boundary of TTM 35394. A portion of the northern section of TTM 35394 will connect to the existing 24-inch trunk sewer that parallels the BNSF railway line. Additionally, there is a temporary Page Ranch Lift Station located at the intersection of Mustang Way and Fisher Street. This station serves the existing Page Ranch Development. It is assumed that flows from this lift station are planned to connect to the 15-inch sewer in Mustang Way and flow west to the existing 30-inch trunk sewer. The schedule to remove the Page Ranch Lift Station from service is not known.

Roadways

The project area contains the following existing local roadways that provide access to the project site:

Warren Road – This north-south, two-lane undivided roadway is classified as a Secondary Highway in the City of Hemet Circulation Element, with an 88-foot right-of-way.

Mustang Way – This east-west, two-lane undivided roadway is classified as a Secondary Highway in the City of Hemet Circulation Element, with an 88-foot right-of-way.

Stetson Avenue – This east-west, two-lane undivided roadway is classified as a Secondary Highway in the City of Hemet Circulation Element, with an 88-foot right-of-way.

Fisher Street – This north-south, four-lane divided roadway is classified as a Secondary Highway in the City of Hemet Circulation Element, with an 88-foot right-of-way.

Thornton Avenue – This east-west, two-lane undivided roadway is classified as a Local Collector in the City of Hemet Circulation Element, with a 60-foot right-of-way.

Improvements pursuant to the City of Hemet General Plan Circulation Element will be made to the following major roadways as a result of the project:

New Stetson Avenue - This roadway is classified as an Urban Arterial-6 Lanes within a 152-foot right-of-way. The project will improve the south side New Stetson Avenue adjacent to TTM 35392 and TTM 35394 with half width improvements plus and an additional 12-foot wide travel lane within 81 feet of the right-of-way.

New Warren Road - This roadway is classified as a Secondary Highway with an 88 foot right-of-way. The project will improve the east side of New Warren Road adjacent to TTM 35394

with half width improvement plus an additional 12-foot travel lane within 56 feet of right-of-way.

Old Warren Road - This roadway is classified as a Secondary Highway with an 88-foot right-of-way. The project will fully improve Old Warren Road adjacent to TTM 35393 and the portion of TTM 35394 south of Mustang Way. Half width improvements will be constructed on the west side of Old Warren Road adjacent to TTM 35394.

Mustang Way - This roadway is classified as a Secondary Highway with an 88-foot right-of-way. The project will improve the frontage on the south side of Mustang Way adjacent to TTM 35393.

Poplar Street - This roadway is classified as a Local Collector Street with a 66-foot right-of-way. The project will improve the north side of Poplar Street with half width improvements plus an additional 12-foot travel lane adjacent to TTM 35393.

3.3 - Project Objectives and Approvals

3.3.1 - Project Objectives

The proposed project would provide a unified community approach by incorporating residential with community facilities along with open space/park uses (and potential school site). TTMs 35393 and 35394 have a "Paseo" system (landscaped walkway system with open space), which intertwines among the various uses connecting them with the active adult community center, pocket parks, neighborhood parks. TTM 35392 will be an "extension" of Tracts 31807 and 31808 which are located immediately south of TTM 35392. Project objectives are identified as follows:

- Provide diversity in housing types for both senior housing and family housing;
- Provide connectivity to the existing senior housing located in the Del Webb development located immediately northeast of the project site by use of greenbelts and a pedestrian bridge over Fisher Street.
- Provide more compatible land uses for the existing development in the immediate area by elimination industrial uses south of the new alignment of Stetson Avenue;
- Provide a logical extension of infrastructure in the project area;
- Encourage and plan for a variety of compatible land uses throughout the planning area (Proposed General Plan Policies Workbook Goal LU-5);
- Provide for a variety of residential development types which are functionally compatible with surrounding neighborhoods (Proposed General Plan Policies Workbook Policy LU-5.1);
- Provide for the attainment of quality housing within a satisfying living environment for households of all socio-economic, age, and ethnic types in Hemet (General Plan Policies Workbook Goal H-1); and

- Eliminate conflicts between adjacent uses, and the provision of clear buffers and transitions between dissimilar uses (1992 Hemet General Plan, Page 2).

3.3.2 - Project Approvals

According to the California Environmental Quality Act (CEQA, California Resources Code, Section 21000 et seq.) and its implementing guidelines, the CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.), a discretionary action or project must be reviewed by the Lead Agency to determine its potential effects on the environment.

This document may be used to support a variety of actions by the lead Agency or other agencies related to the project, including but limited to the following:

- Approval of the proposed general plan amendment, specific plan amendment, and tentative tract maps, architectural and site plan review and other similar land use entitlements necessary to implement the project;
- Supporting documentation for recordation of final maps and subsequent submittal of individual building sites;
- Permits for the National Pollution Discharge Elimination System (NPDES) process including a Storm Water Pollution Prevention Plan (SWPPP) from the Regional Water Control Board;
- Riverside Conservation Agency approvals for HANS and MSHCP;
- State Department of Fish and Game, 1601 Streambed Alteration Agreement;
- State Water Resources Control Board, Clean Water Act (CWA) Section 401 Water Quality Certification;
- US Army Corps of Engineers, CWA Section 404 Permit; and
- State Water Regional Control Board Construction Permit.

SECTION 4: ENVIRONMENTAL IMPACT ANALYSIS

Approach to Environmental Analysis

The Draft EIR (DEIR) for General Plan Amendment No. 07-1, Specific Plan Amendment No. 06-4 to the Page Ranch Planned Community and TTMs 35392, 35393, and 35394 provides analysis of impacts for all environmental topics. Sections 4.1 through 4.16 discuss the environmental impacts that may result with approval and implementation of the proposed project.

Environmental Topics

Environmental topics evaluated include aesthetics, agricultural resources, air quality, biological resources, cultural resources, geology/soils, hazards/hazardous materials, hydrology/water quality, land use/planning, mineral resources, noise, population/housing, public services, recreation, traffic/circulation, and utilities/services.

Organization of Issue Areas

Each environmental issue area in Sections 4.1 through 4.16 include:

1. The environmental setting as it relates to the specific issue;
2. The regulatory framework governing that issue;
3. The methodology used in identifying the issues;
4. The significance criteria;
5. An evaluation of the project-specific impacts and identification of mitigation measures; and
6. A determination of the level of significance after mitigation measures are implemented.

Level of Significance

Determining the severity of project impacts is fundamental to achieving the objectives of CEQA. CEQA Guidelines § 15091 requires that decision-makers mitigate, as completely as is feasible, the significant impacts identified in the Final DEIR. If the DEIR identifies any significant unmitigated impacts, CEQA Guidelines § 15093 requires decision-makers in approving a project to adopt a statement of overriding considerations that explains why the benefits of the project outweigh the adverse environmental consequences identified in the DEIR.

The level of significance for each impact examined in this DEIR was determined by considering the predicted magnitude of the impact against the applicable threshold. Thresholds were developed using criteria from the CEQA Guidelines and checklist; state, federal, and local regulatory schemes; local/regional plans and ordinances; accepted practice; consultation with recognized experts; and other professional opinions.

Format Used for Impact Analysis and Mitigation Measures

The format adopted in this DEIR to present the evaluation of impacts is as follows:

Summary Heading of Impact

Impact 4.1-1	**An impact summary heading appears immediately preceding the impact description (Summary Heading of Impact in this example).** **The impact number identifies the section of the report (4.1 in the example) and the sequential order of the impact (1 in the example) within that section. To the right of the impact number is the impact statement, which is quoted from the CEQA Guidelines' Appendix G, Environmental Checklist (Checklist).** **[CEQA Environmental Issue Name Threshold X(x)] This line cites the issue name and threshold number from the Checklist.**

Impact Analysis

A narrative analysis follows the impact statement.

Significance Before Mitigation

This section states the level of significance of the impact before any mitigation is proposed.

Mitigation Measures

In some cases, following the impact discussion, reference is made to state and federal regulations and agency policies that would fully or partially mitigate the impact. Also, policies and programs from applicable local land use plans that partially or fully mitigate the impact may be cited.

Project-specific mitigation measures, beyond those contained in other documents, are set off with a summary heading and described using the format presented below:

AG 1	Project-specific mitigation is identified that would reduce the impact to the lowest degree feasible. The mitigation number links the particular mitigation to the environmental issue area it is associated with (AG for Agriculture in this example); the number identifies the sequential order of that mitigation for that impact (1 in this example).

Significance After Mitigation

This section identifies the resulting level of significance of the impact following mitigation.

4.1 - Aesthetics

4.1.1 - Introduction

This section evaluates the visual impacts of the proposed project (i.e., views onto and from the project site), as well as the potential for creation of new sources of light and glare. Existing visual character and resources were determined based on the *City of Hemet General Plan Existing Setting Report* (1991). The policies pertaining to aesthetics are from the *1992 City of Hemet General Plan.* The future onsite views were determined using the design guidelines of the *Page Ranch Planned Community (PCP 79-93)* as amended 2004. In addition, on-site field reconnaissance was conducted in February 2008.

4.1.2 - Existing Conditions

Visual Character

The project site, which includes TTM 35392, TTM 35393, and TTM 35394 is located within the San Jacinto Valley in the City of Hemet. The Site is relatively flat with a minor slope to the northwest. Elevation onsite ranges from approximately 1,480 to 1,516 feet above mean sea level (AMSL). Surrounding land uses include a southwest-northeast trending flood control channel known as the Hemet Channel (and Salt Creek), a railway easement, agricultural lands, and Hemet-Ryan Airport to the north, north-south trending Metropolitan Water District's (MWD) San Diego aqueduct, agricultural areas to the west, existing residential development to the east, and agricultural areas to the south. The majority of the Project Site has been finely disked and very little vegetation currently exists. The Winchester USGS topographic quadrangle does not depict any streams inside the Project Site. The plant communities observed includes ruderal (frequently disked) agricultural land and small areas with non-native grassland (NNG).

Scenic Vistas

The views from the project site (TTMs 35392, 35393, and 35394) are primarily the same. Views of the distant Lakeview and Domenigoni Mountains to the south are primarily unobstructed as most of the land in the vicinity of the site is vacant, except for the residential development to the east and the new development under construction east of Old Warren Road, north of Mustang Way and south of the proposed extension of Thornton Avenue (see Exhibit 3-2, Local Vicinity Aerial Map).

Scenic Roadways

Within the project site, Warren Road from Simpson Road to Commonwealth Avenue is a designated City Scenic Highway. There are no County designated scenic highways within the project site.

Light and Glare

The sites are currently vacant and generates no sources of light or glare.

4.1.3 - Regulatory Framework

General Plan Existing Setting Report

The 1991 City of Hemet Existing Setting Report lists the scenic resources and significant visual features in the City of Hemet to be the scenic hillsides and mountains which may be located miles away but which frame the City with undeveloped beauty including views of the San Bernardino and San Jacinto mountains. Vast expanses of dry farmed agricultural lands, open fields, and natural vegetation which provide "spectacular and uninterrupted scenic vistas of the surrounding landforms and provide a focused viewshed."

1992 City of Hemet General Plan

Potential and existing scenic routes in the City's study area included Warren Road from Commonwealth Avenue to Simpson Road. According to the Existing Setting Report, the potential scenic roadways should be protected and enhanced to provide for beautiful scenic drives.

Page Ranch Master Plan

The Open Space/Preservation Regulations in the Page Ranch Master Plan states, among other regulations, that the purpose and intent of the Specific Plan is "to preserve hillside areas where slopes exceed 25 feet or more in vertical height. The existing Page Ranch Master Plan as amended in 2004 does not address residential lighting

Page Ranch Specific Plan EIR

The Specific Plan EIR addressed existing aesthetic conditions in Section 3.9 - Open Space and Conservation. In Section 3.9, the EIR states that the Domenigoni Mountains are designated a significant scenic area in the Hemet General Plan and that portions of the mountains are within the southern boundary of the project site. The EIR noted that the Domenigoni hillsides facing the City provide a scenic backdrop for valley development. No other aesthetic impacts or mitigation are discussed. The EIR did not address light and glare

City of Hemet Municipal Code

The City of Hemet Municipal Code establishes the Scenic Highway Setback Overlay Zone, which requires a minimum 25-foot landscaped area for yards adjoining a scenic highway. The landscaped area is to include a mixture of trees, shrubs and ground cover.

NOP Comments

No comments in regard to Aesthetics were received during the NOP review period.

4.1.4 - Thresholds of Significance

According to the CEQA Guidelines' Appendix G, Environmental Checklist, to determine whether impacts to aesthetic resources are significant environmental effects, the following questions are analyzed and evaluated:

a.) Have a substantial adverse effect on a scenic vista?

b.) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?

c.) Substantially degrade the existing visual character or quality of the site and its surroundings?

d.) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

4.1.5 - Project Impact Analysis and Mitigation Measures

This section discusses potential aesthetic resources impacts associated with the development of the project. Mitigation measures are provided where appropriate.

Scenic Vista

Impact AES-1	**Have a substantial adverse effect on a scenic vista? [CEQA Aesthetic Threshold 1(a)]**

Impact Analysis

As development occurs in the project area, unobstructed views of open fields and mountains in the distance will be partially blocked depending on a person's vantage point. Typically, in low scale residential development views will vary depending on a number of factors (location and height of residential structures, topography, maturity of trees, views from second story floors as opposed to ground floor, etc.). These factors have a direct bearing on views. When vacant land is developed adjacent to existing development (i.e., east of Fisher Street), the partial obstruction of views is expected. The proposed project will be similar in scale and bulk compared to its surroundings. In addition, the project site is at relatively the same elevation as surrounding development. Therefore, impacts to "scenic vistas" is not considered a significant impact.

Level of Significance Before Mitigation

Less than significant

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant

Scenic Resources

Impact AES -2	**Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?** **[CEQA Aesthetic Threshold 1(b).]**

Impact Analysis

"New" Warren Road, which occurs along the western property boundary, is a designated City Scenic Highway. The project proposes to improve this road along the west boundary of TTM 35394, but it would require a 25-foot setback with landscaped parkways and meandering bike/pedestrian paths (as part of the Paseo system from the Page Ranch Master Plan) along the project boundary. The Phase 1 Cultural Report prepared for the project, "*Phase 1 Cultural Resources Survey Tract #35392, Tract #35393 and Tract #35394, The Rancho Diamante Project*", prepared by MBA, April 16, 2007, did not identify any surface historic cultural resources. There are no significant trees or rock outcroppings. Therefore, impacts to visual resources are less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required

Level of Significance After Mitigation

Less than significant.

Visual Character

Impact AES-3	**Substantially degrade the existing visual character or quality of the site and its surroundings?** **[CEQA Aesthetic Threshold 1(c)]**

Impact Analysis

The project would produce short-term visual impacts during construction. Isolated views of the site would be of heavy construction equipment and machinery grading the site and eventually the construction of new homes. Fugitive dust could also intermittently obscure or interfere with views of the area during grading, although fugitive dust will disperse soon after the end of construction. Temporary impacts to views of the site would be most pronounced from the existing residential development east of the site.

Implementation of the proposed project would eventually convert the site to a residential development with residences, open space, landscaping, and roads. The project would change the visual character of the project site. As the project area is generally flat, the development of the residential units would modify slightly the natural land contours to create a series of pads and streets to support the new

housing. While the visual character of the area as a whole would be altered, the change would not degrade the quality of the site and its surroundings. The views of the site would appear similar to that of the neighborhoods east of Fisher Street. Therefore, although the project would create a temporary degradation of the visual character during the construction phase, the long-term change to the site would not create significant adverse impacts related to the visual character of the site.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant.

Light or Glare

Impact AES-4	**Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?** **[CEQA Aesthetic Threshold 1(d)]**

Impact Analysis

The project consists of single-family housing, which would require a variety of lighting at night. Street lights and residential lighting would contribute to an increase in lighting in the area, creating a new light source to the community. Glare would also increase minimally with the addition of windows on the residential structures. However, this impact is insignificant as windows are not the primary materials on single-family homes and would not have the same effect as commercial buildings.

At this time, it is only possible to predict that nighttime light levels in the project area would increase to some degree; however, it is reasonable to conclude that this increase would be less than significant given the residential nature of the project. Additionally, the proposed project will comply with City standards including use of low-pressure sodium lights and directing lighting toward the ground to prevent any glare or direct illumination onto adjacent properties.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant.

4.2 - Agricultural Resources

4.2.1 - Introduction

This section describes the existing agricultural resources and potential effects from project implementation on the site and its surrounding area. Descriptions and analysis in this section are based on information derived from the California Department of Conservation's (CDC) California Agricultural Land Evaluation and Site Assessment Model (LESA Model) Worksheets and contained in the Agricultural Assessment prepared in April 2007 by MBA, included in this EIR as Appendix A, Agricultural Assessment.

The CDC created the LESA Model in 1997 as a quantitative method for evaluating the effects of converting agricultural land to non-agricultural uses. Appendix G of the CEQA Guidelines states that the LESA Model may be used to determine whether impacts to agricultural resources are significant.

4.2.2 - Existing Conditions

The proposed project is covers approximately 213.8 acres, none of which is currently used for agriculture. The Site is relatively flat with a minor slope to the northwest. Elevation onsite ranges from approximately 1,480 to 1,516 feet above mean sea level (AMSL). Surrounding land uses include a southwest-northeast trending flood control channel known as the Hemet Channel (and Salt Creek), a railway easement, agricultural lands, and Hemet-Ryan Airport to the north; north-south trending Metropolitan Water District's (MWD) San Diego aqueduct followed by agricultural areas to the west, existing residential development to the east, and agricultural areas to the south. The majority of the Project Site has been finely disked and very little vegetation currently exists. The Winchester USGS topographic quadrangle does not depict any streams inside the Project Site. The Project Site contains developed and undeveloped land. The plant communities observed includes ruderal (frequently disked) agricultural land and small areas with non-native grassland (NNG).

4.2.3 - Regulatory Framework

State Farmland Mapping Program

The California Department of Conservation established the Farming Mapping and Monitoring Program (FMMP) in 1982. The FMMP is a non-regulatory program and provides a consistent and impartial analysis of agricultural land use and land use changes throughout California. The FMMP produces maps and statistical data used for analyzing impacts on California's agricultural resources. Agricultural land is rated according to soil quality and irrigation status; the best quality land is called Prime Farmland with additional categories, including Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance. The maps are updated every two years with the use of aerial photographs, a computer mapping system, public review, and field reconnaissance.

The FMMP Important Farmland categories are defined as follows:

- **Prime Farmland** is defined by the FMMP as farmland with the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time in the four years prior to the mapping date.
- **Farmland of Statewide Importance** is defined as farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- **Farmland of Local Importance** is defined as land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.

California Land Conservation Act of 1965 (Williamson Act)

The California Land Conservation Act of 1965 (Williamson Act) enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, the landowners receive property tax assessments based on farming and open space uses, as opposed to full market value, thus resulting in a lower tax burden. These contracts are for 10 years at a time, and roll into the next year unless the owner files a "notice of nonrenewal." The purpose of the Williamson Act is to preserve agricultural and open space lands by discouraging premature and unnecessary conversion to urban uses. The minimum preserve size is 100 acres. The landowner can petition to cancel a contract, however, the jurisdiction must make a finding based on substantial evidence that supports the cancellation of the contract. Upon approval, the landowner must pay a fee equal to 12.5 percent of the unrestricted, current fair market valuation of the property. No parcels within the project site are currently under Williamson Act contract.

NOP Comments

No comments were received in regard to Agricultural Resources during the NOP review period.

4.2.4 - Thresholds of Significance

According to the CEQA Guidelines' Appendix G, Environmental Checklist, to determine whether impacts to agricultural resources are significant environmental effects, the following questions are analyzed and evaluated:

> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

a.) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b.) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

c.) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

4.2.5 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the development of the project and provides mitigation measures where appropriate.

Convert Farmland to Non-Agricultural Use

Impact AG-1	**In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project: Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?** **[CEQA Agricultural Resources Threshold 2(a)]**

Impact Analysis

The proposed project will result in the conversion of the entire site to non-agricultural use. As stated earlier, the LESA model was used to determine the significance of the project's impact on agricultural land. The LESA model is a point based assessment used to rate the relative value of agricultural land resources. Utilizing the LESA model, a project would result in a significant impact on agricultural resources if it meets the criteria specified in the Agricultural Assessment (see Appendix B) and Table 4.2-1 below.

Table 4.2-1: California LESA Model Scoring Thresholds

Total LESA Score	Scoring Decision
0 to 39 points	Not considered significant
40 to 59 points	Considered significant only if LE and SA sub-scores are each greater than or equal to 20 points
60 to 79 points	Considered significant unless either LE or SA sub-scores are each less than to 20 points
80 to 100 points	Considered Significant
Source: Table 9 (CDC 1997)	

Land Evaluation

There are two Land Evaluation factors used in the LESA Model to determine whether a project would have significant impacts on agricultural resources as follows:

- The Land Capability Classification Rating; and
- The Storie Index Rating

Land Capability Classification (LCC)

As described in the Agriculture Assessment (Appendix B), the type of soils on a site is one indicator of how valuable the site is as an agricultural resource. Using the LESA model, a parcel with highly valued agricultural soils (LCC I and II) will rate higher in terms of land capability than a parcel with poor valued agricultural soils. Generally, LCC ratings of I through IV are considered arable land suitable for cropland and V through VIII are generally not considered suitable for cropland, but could be used for other agricultural uses (pasture, range, woodland, or grazing). The project area has the soils shown in Exhibit 4.2-1 and Table 4.2-2:

Table 4.2-2: Project Soils and LCC Ratings

Soil Map Unit	Acreage	LCC[1]	LCC Rating[2]
Chino silt loam, drained, saline-alkali (Cf)	1.7	IVs-6	40
Chino silt loam, drained, strongly saline-alkali (Cg)	0.2	IVw-6	40
Domino fine sandy loam, saline-alkali (Dt)	15.0	IIIs-6	60
Domino silt loam (Du)	10.6	IIIs-8	60
Domino silt loam, saline-alkali (Dv)	6.7	IIIs-6	60
Exeter sandy loam, 0-2% slopes (EnA)	18.2	IIIs-8	60
Exeter sandy loam, slightly saline-alkali, 0-5% slopes (EoB)	53.7	IIIs-6	60
Exeter sandy loam, deep, 0-2% slopes (EpA)	28.9	II s-8	80
Grangeville loamy fine sand, drained, 0-5% slopes (GoB)	15.7	IIs-4	80
Grangeville sandy loam, sandy substratum, drained, saline-alkali, 0-5% slopes (GsB)	9.6	IIIs-6	60
Grangeville fine sandy loam, drained, 0-2% slopes (GtA)	0.003	I-1	100
Greenfield sandy loam, 0-2% slopes (GyA)	18.0	I-1	100
Greenfield sandy loam, 2-8% slopes, eroded (GyC2)	3.5	IIe-1	90
Hanford coarse sandy loam, 0-2% slopes (HcA)	9.2	IIs-4	80
Hanford coarse sandy loam, 2-8% slopes (HcC)	9.5	IIe-1	90

Table 4.2-2: Project Soils and LCC Ratings (Cont.)

Soil Map Unit	Acreage	LCC[1]	LCC Rating[2]
Hanford fine sandy loam, 0-2% slopes (HgA)	37.5	I-1	100
Pachappa fine sandy loam, 0-2% slopes	2.5	I-1	100
Traver loamy fine sand, eroded (Tp2)	4.4	IIe-1	90

[1]The LCC is derived from data in the Soil Survey of Western Riverside County Area (USDA 1971)
[2]The LCC Rating is derived from data in the Soil Survey of Western Riverside County Area (USDA 1971) and Table 2 of the LESA Model Instructions
Source: MBA 2007b

According to Table 1A of the LESA worksheets (Appendix B), the LCC scores range from 0.3 for 1.7 acres of Cf to 15.3 for 37.5 acres of HgA. The overall LCC score for the project site is 75.8.

Storie Index

The Storie index expresses the relative degree of suitability of a soil for general intensive farming in a numeric fashion. The Storie index is based on a 100-point scale and takes into account characteristics such as soil depth, texture of the surface soil, density of the subsoil, drainage, salts and alkali, and relief.

As shown in Table 1A of the LESA worksheet, it was determined that the project site received a total Storie Index score of 61.41.

Site Assessment

There are four Site Assessment Factors in the LESA Model that are used to determine whether a project would have significant impacts on agricultural resources as follows:

- The Project Size Rating;
- The Water Resource Availability Rating;
- The Surrounding Agricultural Land Rating; and
- The Surrounding Protected Resource Land Rating.

Project Size Rating

The Project Size Rating score is a function of quality of soil on the project site and vicinity for potential agricultural production. In other words, it takes into account the types of soils on site, the amount of each soil type, and the overall size of the site to determine how functional the site is for agricultural use. The score is based on the LCC acreage tabulated under the LE portion of the model.

According to Table 1B of the LESA worksheet, the site receives a project size rating of 100. The score is based on the 167 acres of soils in Class I and Class II.

Water Resource Availability Rating

The Water Resource Availability Rating is a measure of the availability of water to the site for agricultural use during drought and non-drought years. It was determined that water is currently supplied to the project site and vicinity and water for irrigation is readily available. Table 5 of the LESA Instruction Manual is used to derive a Water resource Availability Rating for the site.

As shown in Worksheet 2 (Appendix B), the resulting Resource Availability score is 80.

Surrounding Agricultural Land Rating

Determination of this rating is based upon identifying the project's "Zone of Influence" or ZOI, which is defined as that land near a given project that is likely to influence, and to be influenced by, the agricultural land use of the subject project site. The ZOI is determined by creating the smallest rectangle that will completely contain the project site, then creating a second rectangle that extends one-quarter mile beyond the first rectangle and including each parcel that is completely or partially within the one-quarter mile buffer. See Exhibit 4.2-2 for the ZOI of the project site.

As shown in Worksheet 3 of the LESA worksheet (Appendix B), approximately 335 acres, or 16 percent of the land in the ZOI are currently under agricultural use, resulting in a score of "0."

Surrounding Protected Resource Land Rating

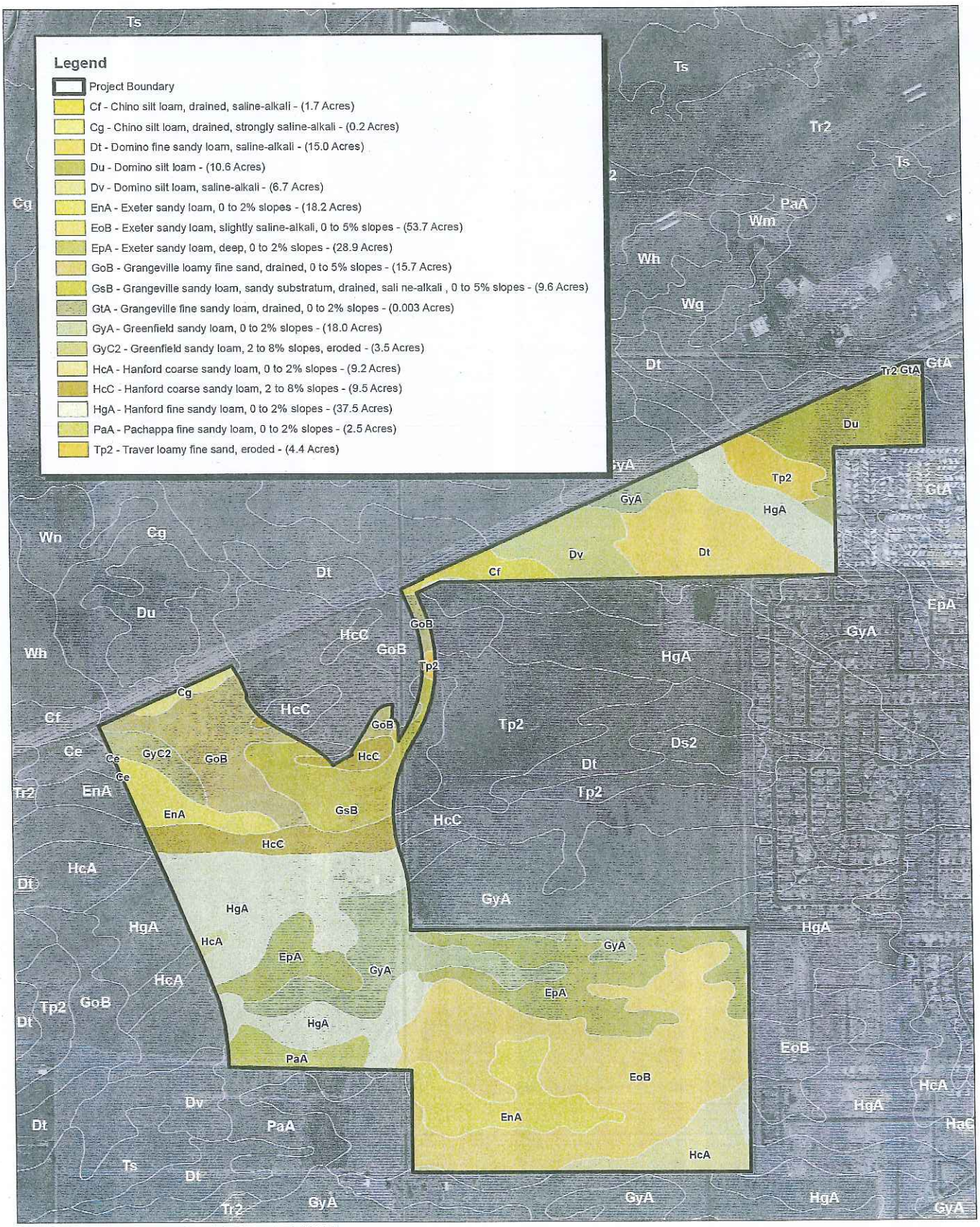
This rating is scored similarly to the surrounding agricultural land rating in that it evaluates the land within the project's ZOI. "Protected Resource Lands" are those with long-term use restrictions that are compatible with or supportive of agricultural uses of land and include the following:

- Williamson Act contracted lands;
- Publicly owned lands maintained as park, forest, or watershed resources; and
- Lands with agricultural, wildlife habitat, open space or other natural resource easements that restrict the conversion of such lands to urban industrial uses.

There are no Williamson Act contracts or any other protected resources on any parcels within the project site or ZOI. The Project receives a score of "0" since no lands are considered "Protected Resource Lands."

Final LESA Score

A single LESA score is generated for a given project after all of the individual Land Evaluation and Site Assessment factors have been scored and weighted. Scores are based on a scale of a maximum 100 points.



Source: NAIP (2005) & Riverside County & USDA.

NORTH

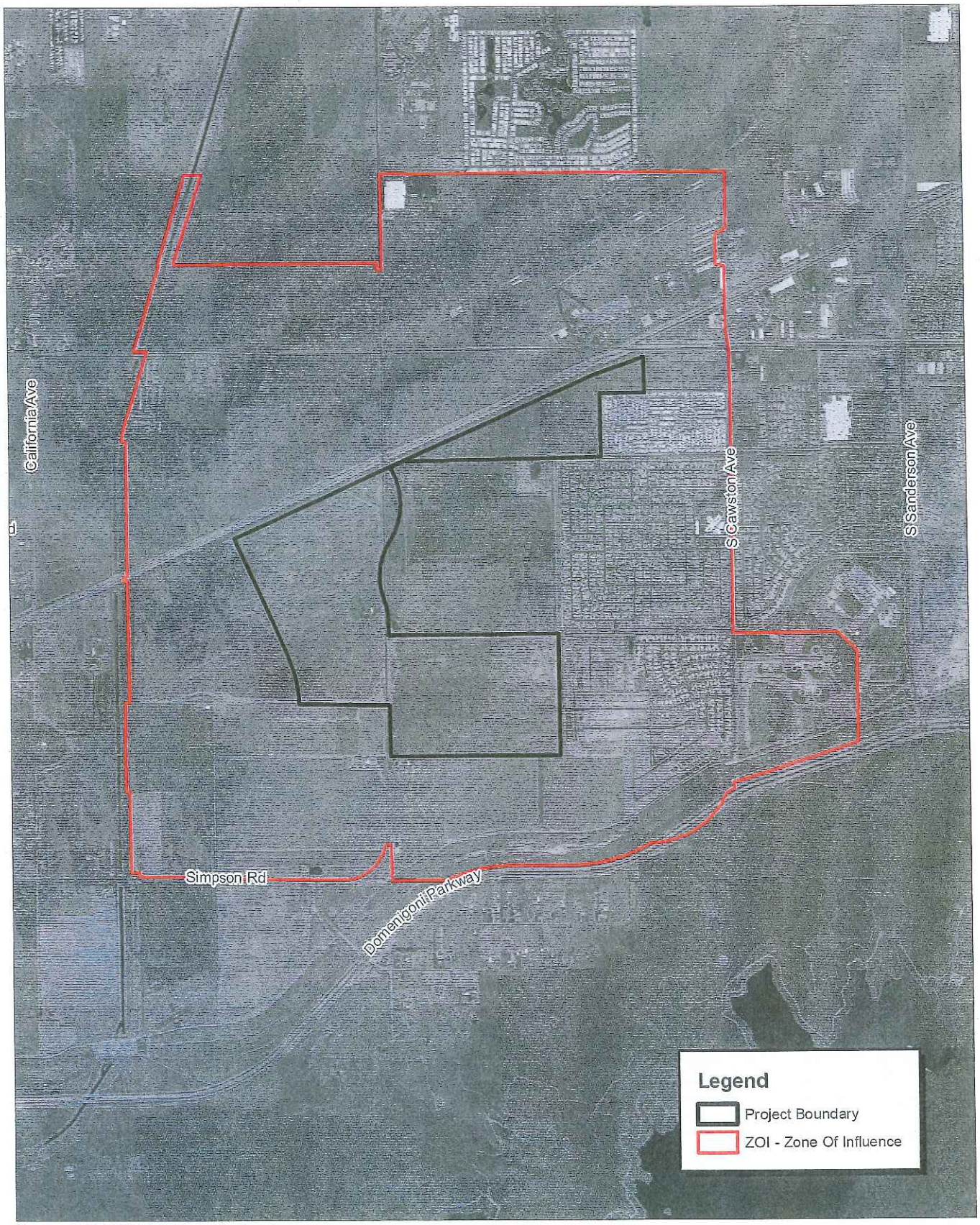
1,000 500 0 1,000 Feet

Michael Brandman Associates

22660014 • 12/2007 | 4.2-1_soils.mxd

Exhibit 4.2-1
Soils Map

RANCHO DIAMANTE
EIR PHASE II



Source: NAIP (2005) & Riverside County.

Michael Brandman Associates

NORTH

2,000 1,000 0 2,000 Feet

Exhibit 4.2-2
Project Zone of Influence Map

2266.0014 • 03/2008 | 4.2-2_proj_zoi.mxd

RANCHO DIAMANTE
EIR PHASE II

The final LESA score for the proposed project, according to the worksheets contained in Appendix B is 61.8. The proposed project has a total project score between 60 and 79 points and both the LE and SA sub-scores are greater than or equal to 20 points. Based on LESA Model significance thresholds, the proposed project will have a significant impact on agricultural resources. The original EIR adopted for this Specific Plan recognized there would be a significant impact on the agricultural resources of the area and adopted a Statement of Overriding Considerations.

Level of Significance Before Mitigation

Significant

Mitigation Measures

The mitigation measures adopted in the original Page Ranch Specific Plan that encouraged participation in the Williamson Act Preservation Program and suggested providing additional incentives to agricultural landowners not eligible for preservation status are not applicable to the present project. Other mitigation measures are not known that would reduce the loss of agriculturally used land and in addition, the City of Hemet has already committed the land to residential use through the adoption of the Page Ranch Specific Plan.

Level of Significance After Mitigation

Significant

Conflict with Existing Zoning or Williamson Act Contract

Impact AG-2	**In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project: Conflict with existing zoning for agricultural use, or a Williamson Act contract?** **[CEQA Agricultural Resources Threshold 2(b)]**

Impact Analysis

No parcels within the project site are currently under Williamson Act contract. Additionally, under the City of Hemet General Plan, the project site is zone for Planned Community Development and is within the Page Ranch Planned Community. The Page Ranch Planned Community Land Use Plan includes low-density residential, low-medium density residential, and Industrial land uses within the project site. No portion of the project site is zoned for agricultural use.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less than significant.

Other Changes Resulting in Farmland Conversion to Non-Agricultural Use

Impact AG-3	**In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project: Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?** **[CEQA Agricultural Resources Threshold 2(c)]**

Impact Analysis

The project's ZOI, as defined under Impact Analysis AG-1, includes approximately 2,137 acres of the surrounding parcels. Approximately 335 acres, 16 percent, of the ZOI are currently under agricultural use. The Agricultural Assessment (Appendix A) utilizes the LESA model to determine the project's agricultural impacts and found that the project would have a significant impact on agricultural resources. The LESA model includes an evaluation of the project's impacts related to influences on agricultural use on surrounding lands. The "Surrounding Agricultural Land" score, which analyzes the project's impacts on agriculture within the ZOI, was found to be "0." Therefore, although the overall agricultural impact is considered significant, the impact related to changes in the environment that could result in the conversion of farmland to non-agricultural use is less than significant.

Level of Significance Before Mitigation

Less than significant.

Level of Significance After Mitigation

No mitigation measures are required.

4.3 - Air Quality

4.3.1 - Introduction

This section describes the existing air quality setting and potential effects from project implementation on the site and its surrounding area. Descriptions and analysis in this section are based on information contained in the Air Quality Analysis Report prepared in January 2008 by Michael Brandman Associates, included in this EIR as Appendix B.

4.3.2 - Existing Conditions

The project is located in the City of Hemet in Riverside County, California and is located within the South Coast Air Basin (SoCAB). Regional and local air quality is impacted by dominant airflows, topography, atmospheric inversions, location, season, and time of day.

Dominant airflows provide the driving mechanism for transport and dispersion of air pollution. The mountains surrounding the region form natural horizontal barriers to the dispersion of air contaminants. Air pollution created in the coastal areas and around the Los Angeles area is transported inland until it reaches the mountains where the combination of mountains and inversion layers generally prevent further dispersion. This poor ventilation results in a gradual degradation of air quality from the coastal areas to inland areas. Air stagnation may occur during the early evening and early morning during periods of transition between day and nighttime flows. The region also experiences periods of hot, dry winds from the desert, known as Santa Ana winds. If the Santa Ana winds are strong, they can surpass the sea breeze, which blows from the ocean to the land, and carry the suspended dust and pollutants out to the ocean. If they are weak, they are opposed by the sea breeze and cause stagnation, resulting in high pollution events. The primary wind direction near the project site is from the northwest.

The climatological station closest to the project site is located at Riverside Citrus Experimental Station about 4 miles northwest of the project site. Climatological data from the National Weather Service at this station spanning the period 1971 to 2000 indicate an annual average temperature of 65°F, with December and January the coldest months (mean minimum daily temperatures of 42°F) and July and August, the warmest months of the year (mean daily maximum temperatures of 93°F). In addition, climatological data from this location indicate an annual average precipitation of 10.7 inches. Eighty-five percent (85%) of the annual rainfall occurs during the November to March rain season. Highest monthly average rainfall occurs during February. Year to year patterns in rainfall are unpredictable due to fluctuations in the weather.

Temperature inversions limit the vertical depth through which pollution can be mixed. Radiation inversions form on clear winter nights when cold air off the mountains to the south sinks to the valley floor while the air aloft over the valley remains warm. These inversions, in conjunction with calm winds, trap pollutants near the source. Summers are often periods of hazy visibility and occasionally

unhealthful air, while winter air quality impacts tend to be highly localized and can consist of elevated levels of carbon monoxide (CO) and oxides of nitrogen pollutants (NO_x).

Regulatory Setting

Air pollutants are regulated at the national, state, and air basin level with each agency having a different regulatory responsibilities. The United States Environmental Protection Agency (U.S. EPA) regulates at the national level. The California Air Resources Board (CARB) regulates at the state level while the South Coast Air Quality Management District (SCAQMD) regulates at the air basin level.

Federal and State

The U.S. EPA handles global, international, national, and interstate air pollution issues and policies. The U.S. EPA sets national vehicle and stationary source emission standards, oversees approval of all State Implementation Plans (SIP), provides research and guidance in air pollution programs, and sets National Ambient Air Quality Standards (NAAQS), also known as federal standards. A SIP is a document prepared by each state describing existing air quality conditions and measures that will be followed to attain and maintain NAAQS. There are NAAQS for six common air pollutants, called criteria air pollutants, which are identified from the provisions of the Clean Air Act of 1970. The six criteria pollutants are ozone, particulate matter (PM_{10} and $PM_{2.5}$), nitrogen dioxide (NO_2), carbon monoxide (CO), lead, and sulfur dioxide. The NAAQS were set to protect the health of sensitive individuals.

The CARB has overall responsibility for statewide air quality maintenance and air pollution prevention. The CARB administers the SIP which is a document prepared by each state describing existing air quality conditions and measures that will be followed to attain and maintain NAAQS. The SIP, in turn, is comprised of air quality management plans (AQMP) prepared by individual air districts within the State providing their individual plans for attaining and maintaining air standards. The CARB also administers California ambient air quality standards, or State standards, for the ten air pollutants designated in the California Clean Air Act. The ten State air pollutants are visibility reducing particulates, hydrogen sulfide, sulfates, vinyl chloride, and the six federal criteria pollutants. Both the federal and state air standards are periodically reviewed as additional medical data become available regarding the health effects of the criteria pollutants.

South Coast Air Quality Management District

The air pollution control agency for the SoCAB is the SCAQMD. The SCAQMD is responsible for controlling emissions primarily from stationary sources. The SCAQMD maintains a comprehensive network of air quality monitoring stations throughout the SoCAB to document historical and current air quality levels in the SoCAB. The SCAQMD, in coordination with the Southern California Association of Governments, is also responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for the SoCAB. An AQMP is a plan prepared by a local air pollution control district for a county or region designated as a nonattainment area to bring the area

into compliance with the requirements of the national and/or California ambient air quality standards. (Air basins where ambient air quality standards are exceeded are referred to as "nonattainment" areas.) In June 2007, the SCAQMD adopted the 2007 AQMP, which is designed to meet the state and federal Clean Air Act planning requirements and focuses on ozone and $PM_{2.5}$. On July 13, 2007, the SCAQMD Board adopted 2007 Final AQMP Transportation Conformity Budgets and directed the Executive Officer to forward them to CARB for its approval and subsequent submittal to the U.S. EPA. On September 27, 2007, CARB adopted the State Strategy for the 2007 SIP and the 2007 AQMP as part of the SIP. The 2007 AQMP represents an update to the previous 2003 AQMP.

The 2007 AQMP incorporates significant new emissions inventories, ambient measurements, scientific data, control strategies, and air quality modeling. The 2007 AQMP outlines a detailed strategy for meeting the federal health-based standards for $PM_{2.5}$ by 2015 and 8-hour ozone by 2024 while accounting for and accommodating future expected growth. Most of the reductions will be from mobile sources, which is currently responsible for about 75 percent of all smog and particulate forming emissions. The 2007 AQMP includes 37 control measures proposed for adoption by the SCAQMD, including measures to reduce emissions from new commercial and residential developments, more reductions from industrial facilities, and reductions from wood-burning fireplaces and restaurant charbroilers.

Existing Air Quality Regulations

The AQMP for the SoCAB establishes a program of rules and regulations administered by SCAQMD to obtain attainment of the State and national air quality standards. The rules and regulations that apply to this project include, but are not limited to, the following:

SCAQMD Rule 402: prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

SCAQMD Rule 403: governs emissions of fugitive dust during construction and operation activities. Compliance with this rule is achieved through application of standard best management practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour (mph), sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites. Rule 403 also requires submission of a Fugitive Dust Plan to the SCAQMD for projects that disturb over 100 acres of soil or move 5,000 cubic yards per day of material.

SCAQMD Rule 1108: governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the South Coast Air Basin. This rule regulates the VOC content of asphalt used during construction.

SCAQMD Rule 1113: governs the sale, use, and manufacturing of architectural coating and limits the VOC content in paints and paint solvents. This rule regulates the VOC content of paints available during construction.

Air Pollutants

A brief summary of the pollutants of concern follows.

Carbon monoxide (CO): A colorless, odorless toxic gas produced by incomplete combustion of carbon-containing fuels (e.g., gasoline or diesel fuel). CO levels tend to be highest during the winter months, when the meteorological conditions favor the accumulation of the pollutants.

Ozone: A photochemical oxidant that is formed when reactive organic gases and oxides of nitrogen (both byproducts of internal combustion engines) react in the presence of ultraviolet sunlight. Ozone is an energetic combination of three oxygen atoms that, when it comes into contact with a surface, releases its force as chemical energy. When this happens to biological systems (i.e., the respiratory tract and plants), this energy can cause damage to sensitive tissues.

Oxides of nitrogen (NO_x): NO_x is a mixture of nitric oxide and nitrogen dioxide in the atmosphere. Nitric oxide is formed as a byproduct of fuel combustion and quickly reacts with oxygen to form nitrogen dioxide. NO_x emissions contribute to the formation of ozone and particulate matter. Nitrogen dioxide is the only form of NO_x that exists at a level sufficient to cause public health concerns.

Sulfur dioxide and sulfates: In California, sulfur is emitted during the combustion of petroleum-derived fuels (i.e., gasoline and diesel fuel) that contain sulfur. During combustion, sulfur is oxidized to sulfur dioxide (a colorless pungent gas). The sulfur dioxide is then converted to sulfate compounds in the atmosphere.

Lead: Lead is a heavy metal that can accumulate in bone, soft tissue, and blood; can damage the kidneys, liver, and nervous system; and can result in learning disabilities, seizures, and death. Lead concentrations once exceeded the state and national air quality standards by a wide margin, but have not exceeded state or national air quality standards in the area for at least 10 years. Lead is no longer an additive in gasoline, which is the main reason the concentration of lead in the air is low.

Suspended particulate matter (PM_{10} and $PM_{2.5}$): Particulate matter is a mixture of small particles that consists of dry solid fragments, droplets of water, or solid cores with liquid coatings. The particles vary in shape, size, and composition. PM_{10} refers to particulate matter that is 10 microns or less in diameter (1 micron is one-millionth of a meter). $PM_{2.5}$ refers to particulate matter that is

2.5 microns or less in diameter. Sources include road dust, diesel soot, erosion of soil, combustion particles (ashes and soot), and tire and brake abrasion.

Volatile organic compounds (VOCs): VOCs are organic compounds that readily evaporate. Reactive organic gases (ROGs) consist of non-methane and oxygenated hydrocarbons. Although all VOCs are not necessarily ROGs, the terms are often interchanged. There are no state or national ambient air quality standards for VOCs; however, they are regulated because they are involved in chemical reactions that contribute to the formation of ozone. In addition, some hydrocarbon components classified as VOCs (i.e., benzene) are thought or known to be hazardous. Sources of VOCs include adhesives, solvents, paints, cooking, fuel, and combustion. VOCs can interfere with oxygen uptake and can cause coughing, sneezing, headaches, weakness, laryngitis, and bronchitis.

Diesel particulate matter (DPM): Diesel exhaust is a mixture of many particles and gases that is produced when an engine burns diesel fuel. Many compounds found in diesel exhaust are carcinogenic. DPM includes the particles in diesel exhaust. Some of the health effects of DPM include eye, nose, and throat irritation as well as cough, nausea, and phlegm.

Visibility reducing particles (suspended particulate matter): Visibility is the distance through the air that a distant object can be seen without the use of instrumental assistance. Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size and chemical composition and can be made up of many different materials such as metals, soot, soil, dust, and salt. Such particles can act to scatter and absorb light causing a degradation and coloration of scenic vistas. The Statewide standard is intended to limit the frequency and severity of visibility impairment due to regional haze. Visibility reducing particles are not assessed in this report; however, particulate matter is assessed as to their health effects.

Vinyl chloride: a chlorinated hydrocarbon and a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride is a known carcinogen. The proposed project is not expected to generate or be exposed to vinyl chloride because proposed project uses do not utilize the chemical processes that create this pollutant. Therefore, it is not assessed in this report.

Hydrogen sulfide: a flammable, colorless, poisonous gas that smells like rotten eggs. It can irritate the eyes and respiratory tract and cause symptoms like headache, nausea, vomiting, and cough. Sources include the combustion of sulfur containing fuels (oil and coal) and organic matter that undergoes putrefaction. It is used in the production of heavy water for nuclear reactors, the manufacture of chemicals, in metallurgy, and as an analytical reagent. The proposed project is not expected to cause exposure to hydrogen sulfide because it will not generate hydrogen sulfide in any substantial quantity. Therefore, hydrogen sulfide is not assessed in this report.

Ambient Air Quality Standards

The national and State standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. The health effects of a pollutant are a function of the dose of the pollutant, the length of exposure, the pollutant's properties, and the body's ability to absorb the pollutant. Table 4.3-1 identifies the current national and state standards, as well as the relevant health effects.

Table 4.3-1: Ambient Air Quality Standards

Air Pollutant	Averaging Time	California Standard	National Standard	Most Relevant Effects
Ozone	1 Hour	0.09 ppm	—	(a) Pulmonary function decrements and localized lung edema in humans and animals; (b) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) Increased mortality risk; (d) Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (e) Vegetation damage; (f) Property damage
	8 Hour	0.070 ppm	0.08 ppm	
Carbon Monoxide (CO)	1 Hour	20 ppm	35 ppm	(a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; (d) Possible increased risk to fetuses
	8 Hour	9.0 ppm	9 ppm	
Nitrogen Dioxide (NO_2)	1 Hour	0.25 ppm 0.18 ppm	—	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; (c) Contribution to atmospheric discoloration
	Mean	0.030 ppm	0.053 ppm	
Sulfur Dioxide (SO_2)	1 Hour	0.25 ppm	—	Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma
	24 Hour	0.04 ppm	0.14 ppm	
	Mean	—	0.030 ppm	
Particulate Matter (PM_{10})	24 hour	50 $\mu g/m^3$	150 $\mu g/m^3$	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; (c) Increased risk of premature death from heart or lung diseases in the elderly
	Mean	20 $\mu g/m^3$	—	
Particulate Matter ($PM_{2.5}$)	24 Hour	—	35 $\mu g/m^3$	
	Mean	12 $\mu g/m^3$	15 $\mu g/m^3$	
Sulfates	24 Hour	25 $\mu g/m^3$	—	(a) Decrease in ventilatory function; (b) Aggravation of asthmatic symptoms; (c) Aggravation of cardio-pulmonary disease; (d) Vegetation damage; (e) Degradation of visibility; (f) Property damage

Table 4.3-1: Ambient Air Quality Standards (Cont.)

Air Pollutant	Averaging Time	California Standard	National Standard	Most Relevant Effects
Lead	30-day	1.5 $\mu g/m^3$	—	(a) Learning disabilities; (b) Impairment of blood formation and nerve conduction
	Quarter	—	1.5 $\mu g/m^3$	

Abbreviations:
ppm = parts per million (concentration) $\mu g/m^3$ = micrograms per cubic meter
Mean = Annual Arithmetic Mean 30-day = 30-day average Quarter = Calendar quarter

Source: South Coast Air Quality Management District, 2007 AQMP. California Air Resources Board, Ambient Air Quality Standards, 2006.

Attainment Status

Air basins where ambient air quality standards are exceeded are referred to as "nonattainment" areas. If standards are met, the area is designated as an "attainment" area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered "unclassified." National nonattainment areas are considered severe, serious, or moderate as a function of deviation from standards.

The current attainment designations for the project area are shown in Table 4.3-2. The SoCAB is in State and federal nonattainment for ozone, PM_{10}, and $PM_{2.5}$.

Table 4.3-2: South Coast Air Basin Attainment Status

Pollutant	State Status	National Status
Ozone (1-hour)	Nonattainment	Not Subject
Ozone (8-hour)	Unclassified	Severe Nonattainment
Carbon Monoxide (CO)	Attainment	Attainment
Nitrogen Dioxide (NO_2)	Attainment	Attainment
Sulfur Dioxide (SO_2)	Attainment	Attainment
PM_{10}	Nonattainment	Serious Nonattainment
$PM_{2.5}$	Nonattainment	Nonattainment

Source: State Status from CARB, 2006. National Status from U.S. EPA, 2007.

Local Air Quality

Existing levels of ambient air quality, historical trends, and projections of air quality in the project area are best documented from measurements made near the project site. The SCAQMD operates an extensive air-monitoring network that measures levels of several air pollutants throughout the SoCAB. SCAQMD has divided the basin into 36 Source Receptor Areas (SRA) for evaluation purposes and operates monitoring stations within many SRAs. The project site is located in

SRA #28. At this time, the SCAQMD does not currently operate an air monitoring station in SRA #28. Therefore, available air quality data from nearby air monitoring stations were integrated to describe the air quality of the site area. These data comprise the "background" air quality that will be used in the significance threshold impact assessment that follows. Table 4.3.3 summarizes the available air monitoring data for the site area during the time period 2004 to 2006, the most recent 3-year period published by the CARB. The data show that the project area currently exceeds the State and federal ambient air quality standards for ozone, PM_{10}, and $PM_{2.5}$ (i.e., nonattainment area for these pollutants).

Table 4.3-3: Air Quality Monitoring Summary

Air Pollutant, Averaging Time (Units)	2004	2005	2006
Ozone – Perris			
Max 1 Hour (ppm)	0.128	0.126	0.169
Days > CAAQS (0.09 ppm)	36	11	77
Max 8 Hour (ppm)	0.104	0.103	0.122
Days > NAAQS (0.08 ppm)	20	3	53
Carbon Monoxide – Riverside Magnolia			
Max 1 Hour (ppm)	3.6	3.4	3.4
Days > CAAQS (20 ppm)	0	0	0
Days > NAAQS (35 ppm)	0	0	0
Max 8 Hour (ppm)	2.5	2.4	2.4
Days > CAAQS (9.0 ppm)	0	0	0
Days > NAAQS (9.0 ppm)	0	0	
Nitrogen Dioxide (*) – Riverside Rubidoux			
Mean (ppm)	0.017	0.022	0.020
Annual CAAQS (0.03 ppm)			
Max 1 Hour (ppm)	0.092	0.077	0.076
Days > CAAQS (0.18 ppm)	0	0	0
Sulfur Dioxide – Riverside Rubidoux			
Max 24 Hour (ppm)	0.015	0.011	0.003
Days > CAAQS (0.04 ppm)	0	0	0
Days > NAAQS (0.14 ppm)	0	0	0
Particulate Matter (PM_{10}) – Perris			
Mean ($\mu g/m^3$)	41.4	39.1	44.9
24 Hour ($\mu g/m^3$)	83	80	125
Days > CAAQS (50 $\mu g/m^3$)	0	0	0
Days > NAAQS (150 $\mu g/m^3$)	15	18	18

Table 4.3-3: Air Quality Monitoring Summary (Cont.)

Air Pollutant, Averaging Time (Units)	2004	2005	2006
Particulate Matter ($PM_{2.5}$) – Riverside Magnolia			
Mean ($\mu g/m^3$)	20.8	17.9	16.9
24 Hour ($\mu g/m^3$)	93.8	94.9	55.3
Days > NAAQS (65 $\mu g/m^3$)	2	1	0

Abbreviations:
> = exceed; ppm = parts per million; $\mu g/m^3$ = micrograms per cubic meter
ID = insufficient data; ND = no data; max = maximum
CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard
Mean = Annual Arithmetic Mean
(*) In February 2007, the CARD lowered the 1-hour NO_2 standard from 0.25 ppm to 0.18 ppm and promulgated a new annual average NO_2 standard of 0.030 ppm. These new standards do not become effective until approved by the California Office of Administrative Law expected sometime in 2008. In this assessment the new standards were included for CEQA compliance purposes.
Source: CARB Air Quality Data/Statistics/Top 4 Summary, accessed September 20, 2007

Sensitive Receptors

The SCAQMD defines a sensitive receptor to be those individuals who are sensitive to air pollution and include children, the elderly, and persons with preexisting respiratory or cardiovascular illness. Such individuals are situated at locations where they could remain for 24 hours, such as residences, hospitals, or convalescent facilities. Commercial and industrial facilities are not included in the definition of sensitive receptor because employees do not typically remain onsite for 24 hours. However, when assessing the impact of pollutants with 1-hour or 8-hour standards (such as for nitrogen dioxide and carbon monoxide), workers in commercial and/or industrial facilities are considered worker receptors for those purposes.

The nearest sensitive receptors to the project are located within nearby adjacent residential areas approximately 110 feet to the north across Mustang Way and east of the project across Fisher Street. The nearest schools are the Winchester Elementary school located approximately 3.2 miles southwest of the project, Fruitvale Elementary School 3.4 miles northeast of the project, and Whittier Elementary School 3.6 miles northeast of the project.

4.3.3 - Thresholds of Significance

According to the CEQA Guidelines' Appendix G, Environmental Checklist, to determine whether impacts to air quality are significant environmental effects, the following questions are analyzed and evaluated:

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:

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

b.) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

c.) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?

d.) Expose sensitive receptors to substantial pollutant concentrations?

e.) Create objectionable odors affecting a substantial number of people?

SCAQMD Thresholds

CEQA guidelines define a significant effect on the environment as "a substantial, or potentially substantial, adverse change in the environment." To determine if a proposed project would have a significant impact on air quality, the type, level, and impact of emissions generated by the proposed project must be evaluated.

To assist in the establishment of a quantitative determination of what is considered "significant," the SCAQMD has published a number of significance thresholds that apply to new projects constructed or operated within the SCAQMD. The SCAQMD recommends that these quantitative air pollution thresholds be used by lead agencies in determining whether a proposed project could result in a significant impact. If the lead agency finds that the proposed project has the potential to exceed these air pollution thresholds, the project should be considered significant. These thresholds have been defined by SCAQMD for the SoCAB based on scientific data the SCAQMD has obtained and factual data within the federal and state Clean Air Acts. Since the project is located within the SoCAB, these thresholds are applicable to this project. Specifically, three thresholds were assessed in this report:

- SCAQMD's Regional Emission Significance Thresholds for project construction and operation;
- SCAQMD's Localized Significance Thresholds for project construction and operations; and
- SCAQMD's CO Hotspot thresholds for project operations.

Regional Significance Thresholds

The SCAQMD has established the following regional significance thresholds expressed as daily emission totals released by a project during construction and operation. Projects within the SoCAB

with emissions in excess of any of the thresholds presented in Table 4.3-4 would be considered significant impacts.

Table 4.3-4: Regional Significance Thresholds

Pollutant	Construction (pounds per day)	Operation (pounds per day)
Oxides of Nitrogen (NO_x)	100	55
Volatile Organic Compounds (VOC)	75	55
Particulate Matter (PM_{10})	150	150
Particulate Matter ($PM_{2.5}$)	55	55
Oxides of Sulfur (SO_x)	150	150
Carbon Monoxide (CO)	550	550
Source: South Coast Air Quality Management District, 2006.		

Localized Significance Thresholds

Localized significance thresholds (LSTs) were developed in response to the SCAQMD Governing Board's environmental justice (EJ) initiatives (EJ initiative I-4) in recognition of the fact that criteria pollutants such as carbon monoxide (CO), oxides of nitrogen (NO_x), and PM_{10} and $PM_{2.5}$ in particular, can have local impacts as well as regional impacts. Localized significance thresholds (LSTs) represent the maximum emissions or air concentrations from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at any nearby sensitive or worker receptor.

To facilitate the LST assessment process, the SCAQMD LST methodology provides two approaches for calculating LSTs. The first approach applies to projects up to 5 acres in size and provides a series of look-up emission tables that quantify the level of construction emissions above in which a project would be considered significant.

The second approach is an air concentration-based methodology that applies to projects exceeding five acres in size. In this approach, the LST concentration is defined as the difference between the highest ambient air quality levels in a project area (i.e., the background air quality) and the most restrictive ambient air quality standard. If a project's air quality impacts as determined through air dispersion modeling exceed this difference (i.e., the LST concentrations), then the project would be considered significant. LSTs, therefore, are used to ensure that project impacts will not exceed the most stringent air quality standards in the local area surrounding the project. Since the size of the project is approximately 214 acres, the air concentration LST method was applied to assess the project's localized air quality impacts as described below.

Short-term Construction LSTs

To derive the LST concentrations, it is necessary to know the concentration of the most stringent ambient air quality standard (see Table 4.3-1) and the maximum ambient concentration (which serves as the "background") contributed by non-project emission sources for the pollutant under consideration in the SRA of interest (see Table 4.3-3). The difference between the ambient air quality standard and the background represents the LST for the project. If the air pollutant concentrations contributed by the project exceed the LST, then the project is considered to have a substantial local impact. The project contributions to air quality are quantified using the project emissions and an air dispersion model. Using the above information, Table 4.3-5 summarizes the project's LSTs for construction.

Table 4.3-5: SCAQMD Localized Thresholds for Construction

Pollutant	Localized Significance Threshold
Nitrogen Dioxide 1-hour average	0.09 ppm (165 $\mu g/m^3$)
Carbon Monoxide 1-hour average 8-hour average	16.4 ppm (18,860 $\mu g/m^3$) 6.5 ppm (7,475 $\mu g/m^3$)
PM_{10} 24-hour average	10.4 $\mu g/m^3$
$PM_{2.5}$ 24-hour average	10.4 $\mu g/m^3$
Source: South Coast Air Quality Management District, 2003 and 2006.	

CO "Hotspot" Threshold

The largest contributor of CO emissions by far is from motor vehicles. A CO hotspot represents a condition wherein high concentrations of CO are produced by motor vehicles accessing a traffic intersection under heavy traffic volume conditions. The CO hotspot standards are represented by the most restricted CO standards:

- 1-hour CO standard: 20 ppm; and
- 8-hour CO standard: 9 ppm.

4.3.4 - Project Impacts and Mitigation Measures

The significance of the air quality impacts from the project are identified and assessed in this section with reference to the above impact thresholds. The organizational format of the analysis in this section identifies in sequence each specific project air quality impact, followed by level of significance before mitigation, identified mitigation measures, and level of significance after mitigation. This format is used to clearly demonstrate the linkage between specific air quality impacts, recommended mitigation measures, and level of significance for each specific impact.

Impact AQ-1 **The project would not conflict with or obstruct implementation of the applicable AQMP.**

Impact Analysis

The CEQA Guidelines indicate that a significant impact would occur if the proposed project would conflict with or obstruct implementation of the applicable air quality plan and, thus, be inconsistent with the AQMP. The 2007 AQMP, discussed previously, was prepared to accommodate growth, to reduce the high levels of pollutants within the areas under the jurisdiction of the SCAQMD, to return clean air to the region, and to minimize the impact on the economy. Projects that are considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Therefore, projects, uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP.

The AQMP control strategy is based on projections from local general plans and population growth projections identified by the SCAG in the Growth Management Chapter of the Regional Comprehensive Plan and Guide (RCPG). The AQMP also assumes that general development projects will implement strategies (mitigation measures) to reduce emissions during construction and operational phases of development. For this reason, projects that are consistent with, or are within the development levels identified in local general plans are considered consistent with air quality related regional plans, such as the 2007 AQMP.

As shown in Section 4.1.2, Population and Housing, the project site lies within the Page Ranch Specific Plan. Under the current land use designations in the Page Ranch Community Plan, the three parcels that comprise the project are designated as Industrial (TTM 35392), Low-Medium density residential (TTM 35393), and low density and industrial (TTM 35394). From these land use designations, the total build-out population of the three parcels is 1,863 based on the average household size of 2.306 for the city of Hemet. Under the proposed project, all three parcels would be re-designated as low-medium density with the expected build-out populations of 1,965 (852 single-family residences). Thus, compared to the existing land uses, the project represents an increase in population of 102. This increase is more than compensated for by a reduction in population for an adjacent development area within the Page Ranch Community Plan that reduced its build-out population from 3,803 to 1,409 or a decrease of 2,394. Thus, although the project would increase population on the project's site over the number originally estimated for the same area within the Page Ranch Community Plan, the project population increase would not increase the overall estimated build-out population of the Page Ranch Community Plan.

Further, the housing to be provided by the project, 852 single-family units contribute towards the City's housing needs and is consistent with the City's Housing Element and General Plan. SCAG projects a demand for 51,492 new housing units between the years 2000 and 2030 in the City of Hemet (SCAG 2004). The proposed project would comprise 3.8 percent of the demand. Thus, the

project is consistent with local and regional growth forecasts. Therefore, the project meets the criterion.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Impact AQ-2	**The project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.**

Impact Analysis

The CEQA Guidelines indicate that a significant impact would occur if the proposed project would cause or contribute substantially to an existing or projected air quality violation. To assess this impact, two criteria were used to examine impacts specifically on nearby sensitive receptors. These criteria included: (1) the SCAQMD's Localized Significance Thresholds (LST); and (2) the CO hot spot threshold.

Localized Construction Analysis

The evaluation of localized impacts determines the potential of the project to violate any air quality standards, contribute substantially to an existing or projected air quality violation, or expose local sensitive or worker receptors to substantial pollutant concentrations. To evaluate localized impacts for construction, an air dispersion model (U.S. EPA model, ISCST3) was used to simulate the transport and dispersion of project related emissions from construction activities. The resulting model impacts were then compared to localized significance thresholds for those pollutants defined earlier in Table 4.3-5. The model assumptions and results are contained in the Air Quality Assessment contained in Appendix C.

Short-term impacts would include fugitive dust and other particulate matter, as well as exhaust emissions generated by earthmoving equipment and activities during site preparation. Construction equipment such as cranes, bulldozers, forklifts, backhoes, and water trucks are expected to be used on the project site and would result in exhaust emissions consisting of CO, NO_x, VOC, SO_x, PM_{10}, and $PM_{2.5}$ as well as emissions of dust by earthmoving activities. During the finishing phase, paving operations and application of architectural coatings would release VOC emissions. Construction-related activities include the following:

- Grading and clearing;
- Excavation and earth moving for infrastructure construction of the utilities, foundations, and footings;
- Building construction;

- Asphalt paving of access roads throughout the development; and
- Application of architectural coatings on surfaces such as exterior walls and interior painting.

Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and prevailing weather conditions. Construction emissions were estimated using the CARB URBEMIS land use emissions model for mass grading, fine grading, trenching, asphalt paving, building construction, and architectural coating construction activities.

The LST modeling assessment examined the air quality impacts during the mass grading activities, which are associated with the largest amount of daily onsite emissions. In accordance with the LST assessment methodology, only emissions generated from onsite construction activities were analyzed. Emissions from the construction equipment were represented by a series of volume sources with a stack height of 5 meters while the fugitive dust emissions were represented as an area source with a release height of 1 meter. All emissions were distributed over the maximum daily construction area of 54-acres. (The URBEMIS model assumes that a maximum of 25 percent of the project area would be actively disturbed in a single day – 25 percent of 214 acres is 54 acres.) Meteorological data from the SCAQMD Riverside air monitoring station were used in the model assessment.

Table 4.3-6 provides the estimates of the onsite mass grading emissions used in the construction LST assessment.

Table 4.3-6: Localized Construction Emissions (Without Mitigation)

Construction Activity	Daily Emissions (pounds/day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Mass Grading	101	49	545	118

Table 4.3-7 provides a comparison of the project's localized construction impacts derived from the project's emissions and the air dispersion modeling results with the SCAQMD's LSTs, without mitigation. For the 1-hour and 8-hour impacts, the maximum impacts were found along the fenceline of the project on Mustang Way while the maximum 24-hour impacts were found in the residential areas north of the project across Mustang Way.

Table 4.3-7: Localized Construction Concentrations (Without Mitigation)

Air Pollutant	Averaging Time, units	Localized Concentration	Threshold	Significant?
Carbon Monoxide (CO)	1-hour, $\mu g/m^3$	186	18,860	No
Carbon Monoxide (CO)	8-hour, $\mu g/m^3$	40	7,475	No
Nitrogen Dioxide (NO_2)	1-hour, $\mu g/m^3$	64	169	No
Particulate Matter (PM_{10})	24-hour, $\mu g/m^3$	52.1	10.4	Yes
Particulate Matter ($PM_{2.5}$)	24-hour, $\mu g/m^3$	14.5	10.4	Yes
Source: Appendix C for the air dispersion modeling results				

Localized Operational Significance Thresholds

The SCAQMD has also established LSTs that assess the impacts to the nearby sensitive receptors from the operational emissions generated from onsite project activities. An operational localized analysis was not conducted for this project because the main source of operational emissions are from motor vehicle trips that mainly travel away from the project within the SoCAB. The project is not expected to exceed the operational LSTs since the vast majority of the emissions from the project operations are generated for project trips away from the project, and thus will not impact local receptors. The local impact of carbon monoxide emissions from motor vehicles is assessed in the analysis below.

Carbon Monoxide Hotspot Thresholds

A carbon monoxide (CO) hotspot is a localized concentration of CO that is above the State or national 1-hour or 8-hour CO ambient air standards. Localized high levels of CO are associated with traffic congestion and idling or slow-moving vehicles. To provide a worst-case scenario, CO concentrations are estimated at project-impacted intersections, where the CO concentrations would be the greatest. Intersections with the highest potential for CO hotspots were selected based on their average delay, traffic volumes (obtained from the Traffic Report (Urban Crossroads 2007) prepared for this project), and proximity to sensitive receptors. This analysis follows guidelines recommended by the California Department of Transportation (Caltrans) 1997 CO Protocol and the SCAQMD. According to the CO Protocol, intersections with Level of Service (LOS) E or F require detailed analysis. The SCAQMD recommends that a local CO hotspot analysis be conducted if the intersection meets one of the following criteria: 1) the intersection is at LOS D or worse and where the project increases the volume to capacity ratio by 2 percent; or 2) the project decreases LOS at an intersection from C to D. In addition, the City of Hemet General Plan states that peak hour intersection operations of LOS D or better are generally acceptable. Therefore, any intersection operating at LOS E or F would be considered unacceptable.

Using the CALINE4 model, potential CO hotspots were analyzed for sixteen intersections where the combination of existing traffic, ambient traffic growth, cumulative developments and project traffic resulted in unacceptable LOS of E or F. One of the inputs to the CALINE4 model is the intersection traffic volumes, which were taken from the project-specific Traffic Impact Analysis. Emission factors were generated using the CARB EMFAC2007 mobile source emission model for the year 2009. For purposes of this assessment, the vehicle speed approaching and departing from an intersection was assumed to be 5 mph. Average vehicle speeds beyond the intersection were assumed to be 10 mph based on the intersection LOS F.

As shown in Table 4.3-8, the estimated 1-hour and 8-hour average CO concentrations at build-out in combination with background concentrations would be below the State and national ambient air quality standards. No CO hotspots are anticipated as a result of traffic-generated emissions by the proposed project in combination with other anticipated development in the area. Therefore, the

mobile emissions of CO from the project would not contribute substantially to an existing or projected air quality violation of CO.

Table 4.3-8: Local Carbon Monoxide Concentrations

Intersection	1-hour Estimated CO Concentration (ppm)[1]	8-hour Estimated CO Concentration (ppm)[2]	Significant Impact ?[3]
Cawston and Stetson	5.4	3.8	No
Fisher and Mustang	4.2	2.9	No
Sanderson and Acacia	6.5	4.5	No
Sanderson and Florida	7.5	5.2	No
Sanderson and Harrison	5.1	3.6	No
Sanderson and Stetson	6.5	4.5	No
Sanderson and Thorton	5.5	3.8	No
Warren and Florida	7.4	5.2	No
Warren and Mustang	5.5	3.8	No
Warren and Simpson	5.3	3.6	No
Warren and Stetson	5.5	3.8	No
Warren and Whittier	5.7	4.0	No
Warren and Domenigoni	6.5	4.5	No
Winchester and Domenigoni	6.0	4.2	No
Winchester and Florida	6.7	4.7	No
Winchester and Simpson	5.1	3.6	No

Notes: (1) Includes 1-hour background CO + existing traffic + ambient traffic growth + cumulative traffic growth + project traffic.
(2) Includes 8-hour background CO + existing traffic + ambient traffic growth + cumulative traffic growth + project traffic; the 8-hour project increment was calculated by multiplying the 1-hour Caline4 output by 0.7 (persistence factor).
(3) Comparison of the 1-hour concentration to the state standard of 20 ppm and the 8-hour concentration to the state/national standard of 9 ppm.
Source: See Appendix C for CALINE4 model output

Level of Significance Before Mitigation

Potentially Significant.

Without mitigation, construction emissions would exceed the SCAQMD localized construction significance thresholds for PM_{10} and $PM_{2.5}$.

Mitigation Measures

AQ-01 Prior to construction of the project, the project proponent shall provide a Fugitive Dust Control Plan that will describe the application of standard best management

practices to control dust during construction. Best management practices (BMPs) shall include application of water on disturbed soils a minimum of two times per day except on days when a rain event occurs, then exposed surfaces would be watered as necessary to meet the intent of Rule 403, covering haul vehicles, replanting disturbed areas as soon as practical, restricting vehicle speeds on unpaved roads to 15 mph, suspending grading activities when the wind exceeds 25 mph, and other measures, as deemed appropriate to the site, to control fugitive dust. The Fugitive Dust Control Plan shall be submitted to the City and SCAQMD prior to construction.

AQ-02 Construction equipment shall be equipped Tier II diesel particulate matter filters.

AQ-03 Construction equipment shall be properly maintained in accordance with manufacturer's specifications at an offsite location; maintenance shall include proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction and subject to review by the City and the SCAQMD.

AQ-04 The developer shall require all contractors to turn off all construction equipment and delivery vehicles when not in use.

AQ-05 Prior to construction of the project, the developer shall provide a traffic control plan to the City that will describe in detail safe detours around the project construction site and provide temporary traffic control (e.g., flag person) during construction-related truck hauling activities. The traffic control plan is primarily intended as a safety measure but also can minimize traffic congestion and delays that increase idling and acceleration emissions. The traffic control plan shall be prepared in accordance with U.S. Department of Transportation Federal Highways Administration Rule on Work Zone Safety 23 CFR 630 Subpart J, Developing and Implementing Traffic Management Plans for Work Zones.

AQ-06 The developer shall require painting to be applied using either high-volume low-pressure (HVLP) spray equipment capable of achieving 65 percent transfer efficiency or by hand application.

AQ-07 Prior to the issuance of a grading permit, the developer shall provide a plan to the City listing the measures that will be used to encourage employee carpooling using measures recommended by the Riverside County Transportation Commission Inland Empire Commuter Services. Workers shall be informed in writing of the measures available, and a letter will be placed on file at the City documenting the extent of carpooling anticipated.

AQ-08 Onsite electrical hook ups shall be provided for electric construction tools including saws, drills and compressors, to minimize the need for diesel powered electric generators.

AQ-09 During construction, bumper strips or similar best management practices shall be provided where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.

AQ-10 During all construction activities, construction contractors shall sweep onsite and offsite streets if silt is carried to adjacent public thoroughfares, to reduce the amount of particulate matter on public streets.

AQ-11 Any fireplaces installed in residences shall be only natural gas fired. Any stoves installed in residences shall be only natural gas or electric.

Level of Significance After Mitigation

Less than significant.

Table 4.3-9 provides the LST construction analysis for PM_{10} and $PM_{2.5}$ after application of mitigation measures and indicates that the project's construction will not exceed the SCAQMD's LST for PM_{10} and $PM_{2.5}$.

Table 4.3-9: Localized Construction Concentrations (With Mitigation)

Air Pollutant	Averaging Time, units	Localized Concentration	Threshold	Significant?
Particulate Matter (PM_{10})	24-hour, $\mu g/m^3$	7.9	10.4	No
Particulate Matter ($PM_{2.5}$)	24-hour, $\mu g/m^3$	5.2	10.4	No
Source: Appendix C for the air dispersion modeling results				

Impact AQ-3 **The project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors).**

Impact Analysis

Section 15130(b) of the CEQA Guidelines states the following:

> The following elements are necessary to an adequate discussion of significant cumulative impacts: 1) Either: (A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or (B) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact.

In accordance with CEQA Guidelines 15130(b), this analysis of cumulative impacts incorporates a summary of projections. The following tiered approach is used to assess cumulative air quality impacts. This approach includes the analysis of the following:

1. Regional analysis of project air pollutants;
2. Project consistency with existing air quality plans; and
3. Assessment of the cumulative health effects of the pollutants

Regional Analysis of Project Air Pollutants

Regional Construction Impact Assessment

Maximum daily emissions during construction of the Rancho Diamante project were estimated using the CARB URBEMIS2007 land use emission model (Version 9.2.2). The regional assessment accounted for emissions generated from both onsite construction activities as well as offsite construction activities. Examples of offsite construction emissions include emissions from construction worker vehicles and emissions from construction product and equipment deliveries. The project construction was assumed to commence in 2009 with a duration of 1 year. The construction emission calculations used the default construction equipment inventory contained in the URBEMIS model for the land uses contemplated. The emissions estimation assumed that a maximum of 25 percent of the project area or 54 acres (25% of the total size area – 214 acres) would be disturbed in a single day. Table 4.3-10 presents the unmitigated emissions during the construction year 2009. The construction activity with the highest daily emissions is also identified. The information shown below indicates that without mitigation construction emissions would exceed the SCAQMD regional construction thresholds for all pollutants except CO and SO_2.

Table 4.3-10: Regional Construction Emissions (Without Mitigation)

Construction Activity	Maximum Daily Emissions (pounds per day)					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Mass Grading	12	101	52	<1	545	117
Asphalt Paving	28	105	42	<1	5	5
Building Construction and Architectural Coatings	182	57	181	<1	4	3
Maximum Daily Emissions	182	105	181	<1	545	117
SCAQMD Regional Threshold	75	100	550	150	150	55
Exceed threshold?	Yes	Yes	No	No	Yes	Yes
Source: URBEMIS2007 output in Appendix C.						

Regional Operation Impact Assessment

Operational or long-term emissions occur over the life of the project. Operational emissions include mobile and area source emissions. Area source emissions arise from consumer product usage, heaters that consume natural gas, gasoline-powered landscape equipment, and architectural coatings

(painting). Mobile emissions from motor vehicle trips are the largest single long-term source of air pollutants from the project and include emissions generated from both onsite and offsite motor vehicle trips.

This impact analysis estimated the daily quantity of the motor vehicle emissions based on the number of daily trips that the project is anticipated to generate based on the project's land uses. The project would consist of 852 single-family residential units that would generate 5,454 daily vehicle trips as derived from the project traffic impact study. The project's operational emissions were generated using the URBEMIS land use emission model assuming a build-out year of 2010 and are shown in Table 4.3-11 for the summer and winter seasons.

As shown in Table 4.3-11, the project's operational emissions would exceed the SCAQMD's operational significance regional emission thresholds for VOC, NO_x, and CO. The regional significance thresholds would not be exceeded for SO_x and PM_{10}, and $PM_{2.5}$.

Table 4.3-11: Regional Operational Emissions (without Mitigation) Summer(Winter)

Source	Daily Emissions (pounds per day)					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Motor Vehicle Emissions	52(56)	81(96)	614(594)	1(<1)	96(96)	19(19)
Area Sources	55(49)	18(25)	47(11)	<1(<1)	<1(<1)	<1(<1)
Total	107(105)	99(121)	661(605)	1(<1)	97(97)	20(20)
SCAQMD Regional Threshold	55	55	550	150	150	55
Exceed threshold?	Yes	Yes	Yes	No	No	No
Source: URBEMIS2007 output, see Appendix C						

VOC and NO_x are precursors to ozone for which the SoCAB has been designated as nonattainment. While the project's VOC and NO_x emissions on their own would not likely result in a violation of the ozone standards, such emissions would combine cumulatively with emissions from the other sources in the SoCAB and could potentially contribute to the exceedance of the ozone standards, thereby delaying the timely attainment of the ozone standards. Therefore, the project does not meet the first criterion.

Consistency with Air Quality Plans

The geographic scope for cumulative air quality impacts is the SoCAB because that is the area in which the air pollutants generated by the sources within the basin circulate and are often trapped. The SCAQMD is required to prepare and maintain an AQMP and a State Implementation Plan (SIP) to document the strategies and measures to be undertaken to reach attainment of ambient air quality standards. While the SCAQMD does not have direct authority over land use decisions, it was recognized that changes in land use and circulation planning were necessary to maintain clean air.

The SCAQMD evaluated the entire basin when it developed the 2003 AQMP, and now the 2007 Draft AQMP.

According to the analysis contained in Impact AQ-1, the project is consistent with the most recent AQMP without mitigation. Therefore, the project presents a less than significant impact according to this criterion.

Cumulative Health Effects

The basin is in non-attainment for ozone, PM_{10}, and $PM_{2.5}$, which means that the background levels of those pollutants are at times higher than the ambient air quality standards. The air quality standards were set to protect the health of sensitive individuals (i.e., elderly, children, and the sick). Therefore, when the concentration of those pollutants exceeds the standard, it is likely that some sensitive individuals in the population could experience health effects as described above in the sub-section, Air Pollutants. However, note that the health effects are a factor of the dose-response curve: concentration of the pollutant in the air (dose), the length of time exposed, and the response of the individual are also important factors. If a significant health impact results from project emissions, it does not mean that 100 percent of the population would experience health effects.

The regional impact assessment above indicated that emissions of VOC, NO_x, and CO. VOC and NO_x both contribute to the formation of ozone, PM_{10}, and $PM_{2.5}$, which exceed federal and state air quality standards. Health impacts from these pollutants may or may not include the following: (a) Pulmonary function decrements and localized lung edema in humans and animals; (b) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) Increased mortality risk; and (d) Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans. Short-term exposure can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes (SCAQMD AQMP 2003). Children who live in high ozone communities and who participate in multiple sports have been observed to have a higher asthma risk.

Long-term operational emissions of CO are also exceeding the regional significance threshold. Effects on humans from exposures to CO range from slight headaches to nausea to death. Elevated levels of CO can also cause visual impairments, reduced manual dexterity, poor learning ability, reduced work capacity, and trouble performing complex tasks.

To determine the potential of project-generated CO to cumulatively cause health impacts, a CO hotspot analysis is performed. The CO hotspot analysis (contained above under Impact AQ-2) estimates CO concentrations at project-impacted intersections. The CO hotspot analysis takes into account the cumulative traffic on the surrounding roadways from the growth in ambient traffic and traffic from approved or reasonable foreseeable projects. It was shown that with the cumulative

traffic and the background concentrations, the project would not cause an exceedance of the most stringent air quality standards for CO. Therefore, cumulative health effects from CO exposure are less than significant.

Level of Significance Before Mitigation

Potentially Significant

The project contributes to a cumulative air quality impact, as summarized in Table 4.3-12.

Table 4.3-12: Summary of Cumulative Impacts

Cumulative Impact Criteria	Project Impact without Mitigation
Regional Analysis of Air Pollutants	Potentially significant. The project exceeds the SCAQMD regional thresholds of NO_x, VOC, PM_{10}, and $PM_{2.5}$ during construction and NO_x, VOC, and CO during operation.
Consistency with Air Quality Plans	Less than significant. The project is consistent with the current AQMP.
Cumulative Health Impact	Potentially significant. The project may cumulatively contribute to a significant health impacts from ozone, PM_{10}, and $PM_{2.5}$ exposure because the project exceeds the SCAQMD regional thresholds of NO_x, VOC, PM_{10}, and $PM_{2.5}$ during construction and NO_x, VOC, and CO during operation. Health impacts from ozone, PM_{10}, and $PM_{2.5}$ may include: (a) Pulmonary function decrements and localized lung edema in humans and animals; (b) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) Increased mortality risk; and (d) Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans.

Mitigation Measures

Implementation of mitigation measures AQ-01 to AQ-11are required.

Tables 4.3-13 and 4.3-14 provide the project's construction and operational emissions after implementation of the above mitigation measures, respectively.

Table 4.3-13: Regional Construction Emissions (With Mitigation)

	Maximum Daily Emissions (pounds per day)					
Construction Activity	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Mass Grading	12	101	52	<1	38	9
Asphalt Paving	28	105	42	<1	4	3
Building Construction and Architectural Coatings	164	57	181	<1	3	2
Maximum Daily Emissions	164	105	181	<1	38	9
SCAQMD Regional Threshold	75	100	550	150	150	55
Exceed threshold?	Yes	Yes	No	No	No	No

Source: URBEMIS2007 output in Appendix C.

Table 4.3-14: Regional Operational Emissions (With Mitigation)

Source	Daily Emissions (pounds per day), Summer (Winter)					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Motor Vehicle Emissions	48(52)	74(89)	567(549)	1(<1)	89(89)	18(18)
Area Sources	53(48)	15(21)	38(9)	<1(<1)	<1(<1)	<1(<1)
Total	101(100)	89(111)	605(558)	1(<1)	90(90)	19(19)
SCAQMD Regional Threshold	55	55	550	150	150	55
Exceed threshold?	Yes	Yes	Yes	No	No	No
Source: URBEMIS2007 output, see Appendix C						

Level of Significance After Mitigation

Significant and unavoidable.

Even though the project is consistent with the growth assumptions contained in the AQMP, as shown in Table 4.3-13 and Table 4.3-14 after the implementation of the identified mitigation measures, emissions of VOC, NO_x, and CO will continue to exceed the SCAQMD's regional emission significance thresholds during construction and VOC and NO_x during operations and, thus, are considered significant and unavoidable impacts as shown in Table 4.3-15.

Table 4.3-15: Summary of Cumulative Impacts with Mitigation

Cumulative Impact Criteria	Project Impact with Mitigation
Regional Analysis of Air Pollutants	Significant and unavoidable with mitigation. As shown in Table 4.3-13 mitigated construction emissions still exceed the regional construction thresholds for VOC and NO_x and in Table 4.3-14 the operational thresholds for VOC, NO_x, and CO, will also be exceeded.
Consistency with Air Quality Plans	Less than significant. The project is consistent with the current AQMP.
Cumulative Health Impact	Significant and unavoidable with mitigation.

Impact AQ-4 **The project would not expose sensitive receptors to substantial pollutant concentrations.**

Impact Analysis

The CEQA Guidelines indicate that a significant impact would occur if the proposed project would expose sensitive receptors to substantial pollutant concentrations. To assess this impact, two criteria were used to examine impacts specifically on nearby sensitive receptors. These criteria included:

(1) the SCAQMD's Localized Significance Thresholds (LST); and (2) the CO hot spot threshold. The analysis of this impact was discussed in Impact AQ-2 and is summarized below.

Level of Significance Before Mitigation

Potentially Significant.

Without mitigation, construction emissions would exceed the SCAQMD localized construction significance thresholds for PM_{10} and $PM_{2.5}$.

Mitigation Measures

Refer to Mitigation Measures AQ-01 to AQ-11.

Level of Significance After Mitigation

Less than significant.

After application of mitigation measures, the project's construction will not exceed the SCAQMD's construction LSTs for any pollutant.

Impact AQ-5	The project would not create objectionable odors affecting a substantial number of people.

Impact Analysis

The CEQA Guidelines indicate that a significant impact would occur if the proposed project would create objectionable odors affecting a substantial number of people.

Individual responses to odors are highly variable and can result in a variety of effects. Generally, the impact of an odor results from a variety of interacting factors such as frequency, duration, offensiveness, location, and sensory perception. The frequency is a measure of how often an individual is exposed to an odor in the ambient environment. The intensity refers to an individual's or group's perception of the odor strength or concentration. The duration of an odor refers to the elapsed time over which an odor is experienced. The offensiveness of the odor is the subjective rating of the pleasantness or unpleasantness of an odor. The location accounts for the type of area in which a potentially affected person lives, works or visits; the type of activity they are engaged in, and the sensitivity of the impacted receptor.

Sensory perception has four major components: detectability, intensity, character, and hedonic tone. The detection (or threshold) of an odor is based on a panel of responses to the odor. There are two types of thresholds: the odor detection threshold and the recognition threshold. The detection threshold is the lowest concentration of an odor that will elicit a response in a percentage of the population, typically presented as the mean (or 50% of the population) but is sometimes indicated as 100 percent or 10 percent. The recognition threshold is the minimum concentration that is recognized as having a characteristic odor quality by X percent (usually 50%) of the population. The intensity refers to the perceived strength of the odor. The odor character is what the substance smells like. The

hedonic tone is a judgment of the pleasantness or unpleasantness of the odor. The hedonic tone varies based on subjective experience, frequency, odor character, odor intensity, and duration.

Land uses typically considered to be associated with odors include wastewater treatment facilities, waste-disposal facilities, or agricultural operations. The proposed project does not contain land uses typically associated with emitting objectionable odors.

Diesel exhaust and VOCs will be emitted during construction of the project, which are objectionable to some; however, emissions will disperse rapidly from the project site and therefore should not be at a level to induce a negative response.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Less than significant.

4.4 - Biological Resources

4.4.1 - Introduction

This section describes the existing biological resources and potential effects from project implementation on the site and its surrounding area. Descriptions and analysis in this section are based on information contained in the *Biological Resources Assessment and Multiple Species Habitat Conservation Plan (MSHCP) Consistency Report*, prepared in December 2007 by MBA, included in this EIR as Appendix D.

4.4.2 - Existing Conditions

The Project Site is located within the San Jacinto Valley in the City of Hemet. The Site is relatively flat with a minor slope to the southwest. Elevation onsite ranges from approximately 1,480 to 1,516 feet AMSL. Surrounding land uses include a northeast to southwest trending flood control channel known as the Hemet Channel (and Salt Creek), a railway easement, agricultural lands, and Hemet-Ryan Airport to the north; north-south trending MWD San Diego aqueduct followed by agricultural areas to the west, existing residential development to the east, and agricultural areas to the south. The majority of the Project Site has been finely disked and very little vegetation currently exists. The Winchester USGS topographic quadrangle does not depict any streams inside the Project Site. The Project Site contains developed and undeveloped land. The plant communities observed includes ruderal (frequently disked) agricultural land and small areas with non-native grassland (NNG).

4.4.3 - Regulatory Framework

This regulatory framework identifies the federal, state, and local statutes, ordinances, or policies that govern the conservation and protection of biological resources and must be considered by the City during the decision-making process for projects that have the potential to affect biological resources. In this context, biological resources are defined to include the following:

- Any species identified as a federal candidate for listing, a sensitive species, or as having special status in local or regional plans, policies or regulations, by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS);
- Habitat designated as State Sensitive Habitats by the CDFG Natural Heritage Program;
- Wetlands or other "waters of the United States" afforded protection pursuant to Section 404 of the Clean Water Act;
- Riparian or wetland habitats afforded protection pursuant to Section 1600 of the State Fish and Game Code;
- Native resident or migratory wildlife corridors;
- Native wildlife nursery sites;

- Occupied nesting habitat for birds afforded protection pursuant to the Migratory Bird Treaty Act (MBTA); and
- Plant and wildlife habitats afforded protection pursuant to Habitat Conservation Plans (HCPs) and Natural Community Conservation Plans.

Federal

Federal Endangered Species Act

The purposes of this Act are to provide a means to conserve the ecosystems that endangered and threatened species depend on and to provide a program for conservation and recovery of these species. The Federal Endangered Species Act (FESA) defines species as "endangered" and "threatened" and provides regulatory protection for any species so designated. Section 9 of the FESA prohibits the take of species listed by the USFWS as threatened or endangered. As defined in the FESA, take means "...to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or attempt to engage in such conduct." In recognition that take cannot always be avoided, Section 10(a) of the FESA includes provisions for take that is incidental to, but not the purpose of, otherwise lawful activities. Section 10(a) (1) (B) permits (incidental take permits) may be issued if taking is incidental and does not jeopardize the survival and recovery of the species in the wild.

Section 7(a) (2) of the FESA requires all federal agencies, including the USFWS, to evaluate the proposed project with respect to any species proposed for listing or already listed as endangered or threatened and their critical habitat, if any is proposed or designated. Federal agencies must undertake programs for the conservation of endangered and threatened species, and are prohibited from authorizing, funding, or carrying out any action that will jeopardize a listed species or destroy or modify its "critical habitat." As defined in the FESA, "individuals, organizations, states, local governments, and other non-Federal entities are affected by the designation of critical habitat only if their actions occur on federal lands, require a Federal permit, license, or other authorization, or involve federal funding."

Migratory Bird Treaty Act

The MBTA makes it unlawful to pursue, capture, kill, or possess or attempt to do the same to any migratory bird or part, nest, or egg of any such bird listed in wildlife protection treaties between the United States, Great Britain, Mexico, Japan, and the countries of the former Soviet Union. As with the FESA, the MBTA authorizes the Secretary of the Interior to issue permits for incidental take.

Section 404 of the Federal Clean Water Act

Section 404 of the federal Clean Water Act, which is administered by the U.S. Army Corps of Engineers (USACE), regulates the discharge of dredge and fill material into waters of the United States. USACE has established a series of nationwide permits that authorize certain activities in waters of the United States, provided a proposed activity can demonstrate compliance with standard conditions. Normally, USACE requires an individual permit for an activity that will affect an area

equal to or in excess of 0.3 acre of waters of the United States. Projects that result in impacts to less than 0.3 acre of waters of the United States can normally be conducted pursuant to one of the nationwide permits, if consistent with the standard permit conditions. USACE also has discretionary authority to require an Environmental Impact Statement for projects that result in impacts to an area between 0.1 and 0.3 acre. Use of any nationwide permit is contingent on the activities having no impacts to endangered species.

State

Section 2080 and 2081 of the State Fish and Game Code

Section 2080 of the State Fish and Game Code (Code) states that no person shall import into this state (California), export out of this state, or take, possess, purchase, or sell within this state, any species, or any part or product thereof, that the commission (State Fish and Game Commission) determines to be an endangered species or threatened species, or attempt any of those acts, except as otherwise provided in this chapter, the Native Plant Protection Act, or the California Desert Native Plants Act. Under Section 2081 of the Code, the CDFG may authorize individuals or public agencies to import, export, take, or possess, any state-listed endangered, threatened, or candidate species. These otherwise prohibited acts may be authorized through permits or memoranda of understanding if: 1) the take is incidental to an otherwise lawful activity; 2) impacts of the authorized take are minimized and fully mitigated; 3) the permit is consistent with any regulations adopted pursuant to any recovery plan for the species; and 4) the applicant ensures adequate funding to implement the measures required by CDFG. CDFG shall make this determination based on the best scientific and other information that is reasonably available and shall include consideration of the species' capability to survive and reproduce.

Native Plant Protection Act

The Native Plant Protection Act includes measures to preserve, protect, and enhance rare and endangered native plants. The definition of "rare and endangered" differs from those contained in the California Endangered Species Act (CESA). However, the list of native plants afforded protection pursuant to this act includes those listed as rare and endangered under the CESA. The Native Plant Protection Act provides limitations on take as follows: "...no person will import into this State, or take, possess, or sell within this State" any rare or endangered native plant, except in compliance with provisions of the act. Individual land owners are required to notify the CDFG at least 10 days in advance of changing land uses to allow the CDFG to salvage any rare or endangered native plant material.

Section 3503 of the State Fish and Game Code

Section 3503 of the Code states, "It is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto."

Section 1600 of the State Fish and Game Code

All diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake in California are subject to the regulatory authority of the CDFG pursuant to Sections 1600 through 1602 of the Code, requiring preparation of a Streambed Alteration Agreement. Under the Code, a stream is defined as a body of water that flows at least periodically, or intermittently, through a bed or channel having banks and supporting fish or other aquatic life. Included are watercourses with surface or subsurface flows that support or have supported riparian vegetation. CDFG also has jurisdiction within altered or artificial waterways based on the value of those waterways to fish and wildlife, and also has jurisdiction over dry washes that carry water ephemerally during storm events.

Natural Community Conservation Planning Program

The Natural Community Conservation Planning (NCCP) Program, initiated by Governor Pete Wilson in 1991 and managed by the CDFG, is designed to conserve multiple species and their habitats, while also providing for the compatible use of private land. Through local planning, the NCCP planning process protects wildlife and habitat before the landscape becomes so fragmented or degraded by development that listings are required under the FESA. Instead of saving small, disconnected units of habitat for just one species at a time, agencies, local jurisdictions, and other interested parties have an opportunity, through the NCCP, to work cooperatively to develop plans that consider broad landscapes, or "ecosystems," and the needs of many species. Partners enroll in the programs and, by mutual consent, habitat areas with high conservation values are set aside and may not be developed. Partners also agree to study, monitor, and develop management plans for these "reserve" areas. The program provides a process for fostering economic growth by allowing approved development in enrolled areas with lower conservation values.

County

Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

The MSHCP is a comprehensive, multi-jurisdictional HCP focusing on conservation of species and their associated habitats in western Riverside County. The goal of the MSHCP is to maintain biological and ecological diversity within a rapidly urbanizing region.

The approval of the MSHCP and execution of the Implementing Agreement (IA) by the wildlife agencies (i.e., USFWS and CDFG) allows signatories of the IA, such as the County and the cities, to issue "take" authorizations for all species covered by the MSHCP, including state and federally listed species as well as other identified sensitive species and/or their habitats. Each city or local jurisdiction is required to adopt Resolutions and/or Ordinances committing to the implementation of the MSHCP and the collection of a Development Mitigation Fee for projects within their jurisdiction. Payment of the mitigation fee and compliance with the requirements of Section 6.0 of the MSHCP are intended to provide full mitigation under CEQA, National Environmental Policy Act (NEPA), CESA, and FESA for impacts to the species and habitats covered by the MSHCP pursuant to agreements

with the USFWS, the CDFG, and/or any other appropriate participating regulatory agencies and as set forth in the 1A for the MSHCP (see MSHCP, p. 6-3).

The County of Riverside adopted the MSHCP on June 17, 2003. On June 22, 2004, the USFWS and the CDFG issued the Incidental Take Permits for the MSHCP.

City

City of Hemet General Plan

The City of Hemet General Plan states the following as its biological resources goal:

> "The management of rare, endangered, and candidate species and their habitats through appropriate and accepted preservation programs."

NOP Comments

During the NOP period, the Natural Resources Conservation Service indicated that the MSHCP's "Proposed Noncontiguous Habitat Block 7" section of the plan states that 1,260 acres of vernal pools are found in the west Hemet area on the Chino and Traver-Willow-Domino soils series. They indicate that these soils are found in the project area and the EIR should identify any vernal pool areas that will be impacted by development.

4.4.4 - Thresholds of Significance

According to the CEQA Guidelines' Appendix G, Environmental Checklist, to determine whether impacts to biological resources are significant environmental effects, the following questions are analyzed and evaluated:

a.) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS?

b.) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFG or USFWS?

c.) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

d.) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?

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

f.) Conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state habitat conservation plan?

4.4.5 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the development of the project and provides mitigation measures where appropriate.

Effect on Species

Impact BR-1	**Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS?** **[CEQA Biological Resources Threshold 4(a)]**

Impact Analysis

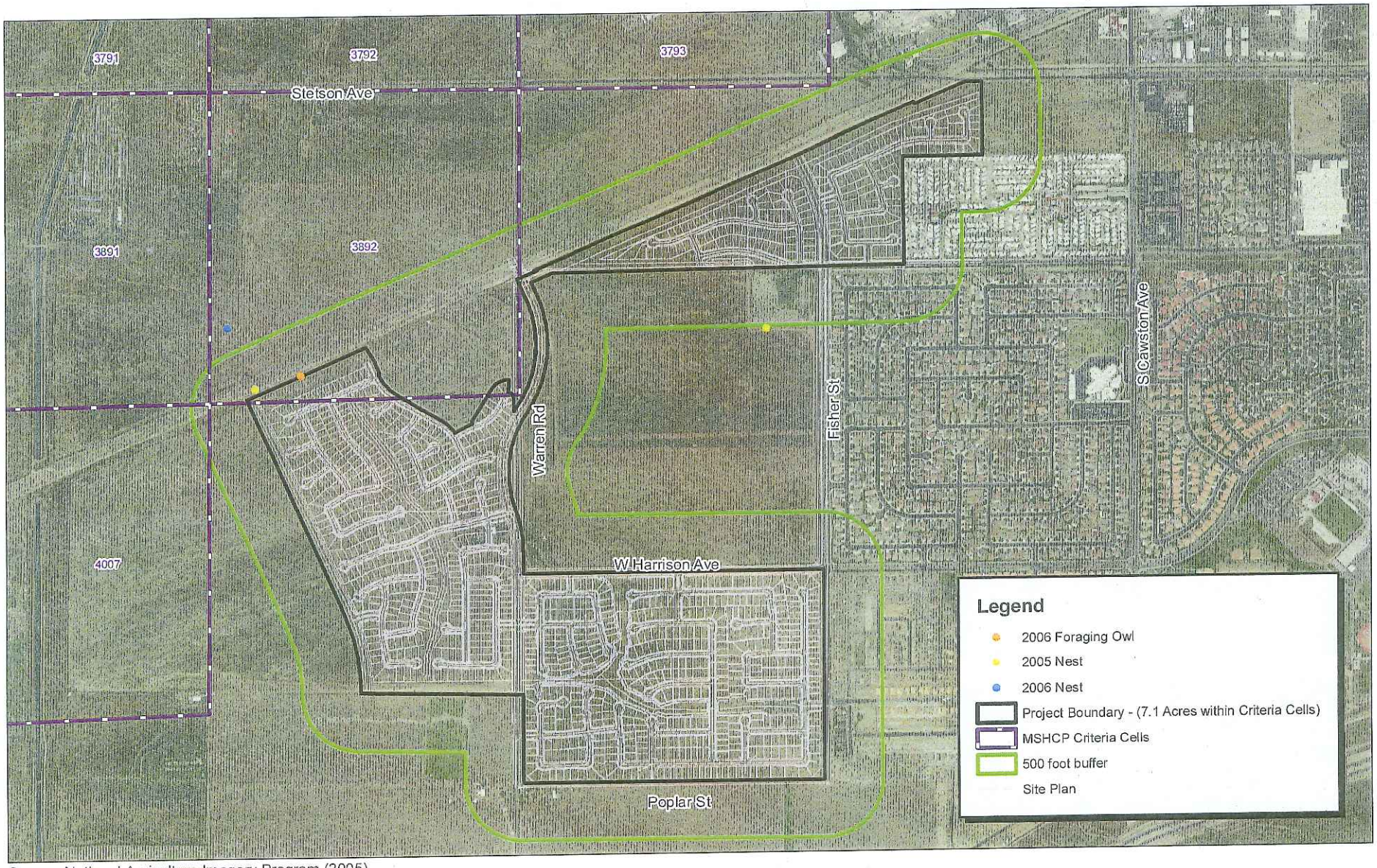
Compliance with the MSHCP provides mitigation for candidate, sensitive, and special status species under CEQA for those species covered by the MSHCP. As discussed in the biological resources report (Appendix D), there were no candidate, sensitive, or special status plant or wildlife species documented within the project site that are not covered by the MSHCP. Two species covered by the MSHCP occur within the project site, the burrowing owl (BUOW) and little mousetail.

The BUOW is a California Species of Special Concern and is not protected by FESA or CESA; however, it is a covered species with additional survey requirements under the MSHCP. The site supports approximately 243 acres of suitable habitat for burrowing owl. The project will result in the permanent loss of 243acres of suitable BUOW foraging and dispersing habitat. One (1) BUOW territory is considered to be permanently impacted by the project and it occurs within an MSHCP-designated Criteria Cell (Exhibits 4.4-1 and 4.4-2).

Little mousetail is not federally or state listed as threatened or endangered under FESA or CESA. It is designated by the CNPS as a List 3 plant species, which means that more information is needed about the species, and it is a covered species with additional survey requirements under the MSHCP. Approximately 40 individuals of little mousetail were observed within the southwest corner of the TTM 35393 (Exhibits 4.4-1 and 4.4-2).

Level of Significance Before Mitigation

The site is within a survey area for BUOW under the MSHCP. The survey areas were developed to ensure that sufficient habitat and populations of BUOW outside the conservation areas would be conserved. Therefore, impacts to one BUOW territory and to 243 acres of suitable BUOW habitat is potentially significant.



Source: National Agriculture Imagery Program (2005).

NORTH

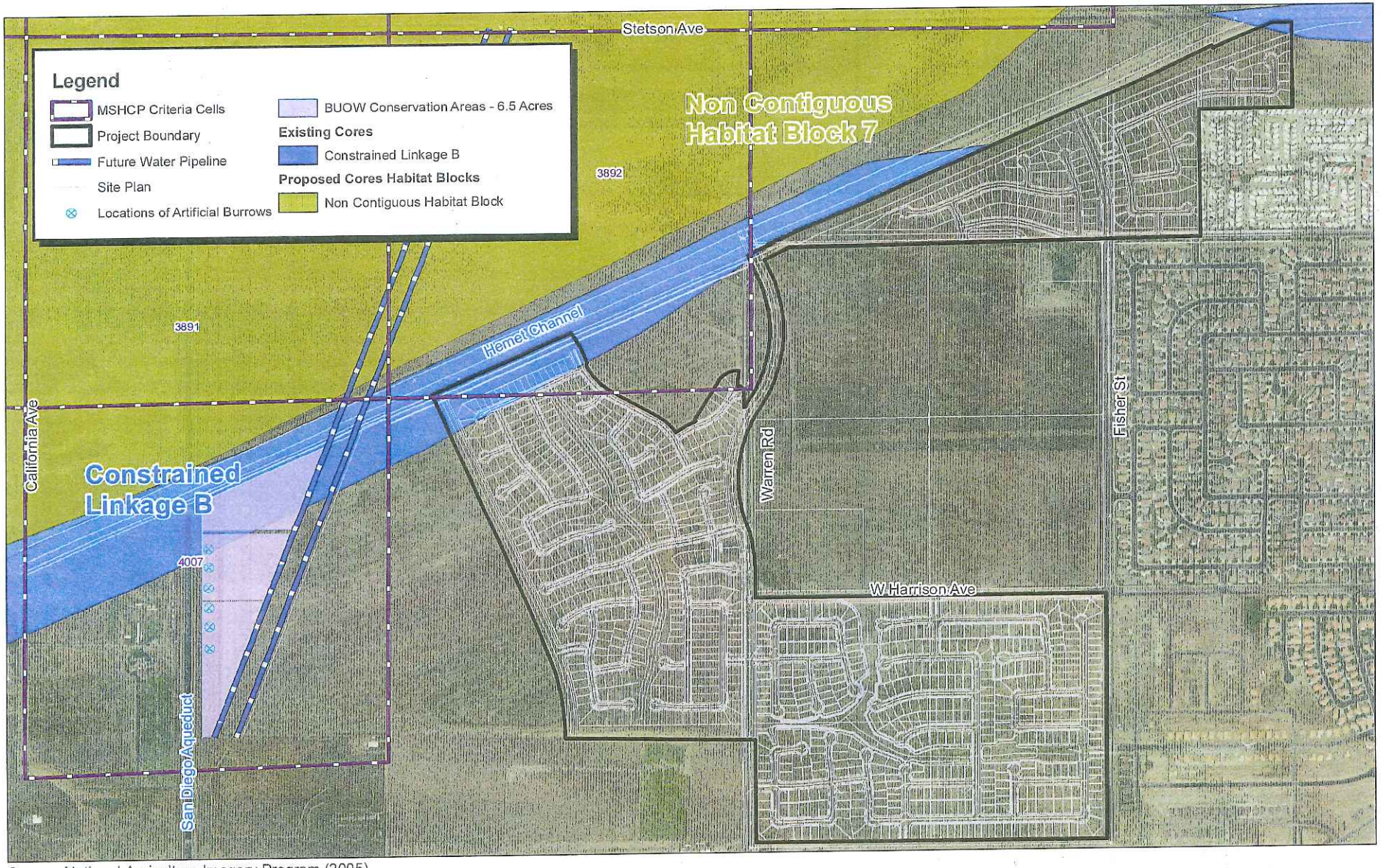
1,200 600 0 1,200 Feet

Michael Brandman Associates

22660014 • 12/2007 | 4.4-1_buow_loc.mxd

Exhibit 4.4-1
Burrowing Owl Locations

RANCHO DIAMANTE
EIR PHASE II



Source: National Agriculture Imagery Program (2005).

NORTH

1,000 500 0 1,000 Feet

Michael Brandman Associates

22660014 • 12/2007 | 4.4-2_buow_cons.mxd

Exhibit 4.4-2
Burrowing Owl Conservation Area

RANCHO DIAMANTE
EIR PHASE II

The MSHCP has Criteria Area Survey Areas within which surveys for certain species must be conducted in order to gain adequate coverage for take of those species under the MSHCP. Little mousetail is a Criteria Area species; however, the on site occurrence is outside the Criteria Area Survey Area. Additionally, the population is not associated with a vernal pool and it is located on soils in the Exeter series, which are not targeted for conservation by the MSHCP. As such, impacts to this population of little mousetail was determined to be less than significant.

Mitigation Measures

BR-1a A Determination of Biologically Equivalent or Superior Preservation (DBESP) has been completed for BUOW. Recommendations in the DBESP must be followed to reduce impacts to BUOW. These recommendations include a preconstruction survey to determine if BUOW occur within the disturbance area, avoiding disturbance within 75 meters of a burrow during breeding season (February 1 through August 31) and within 50 meters during the nonbreeding season, passive relocation of all BUOW onsite outside of the nesting season, the conservation and maintenance of at least 6.5 acres of suitable habitat, and the construction of six artificial burrows in the conservation area. The specific mitigation can be found in the DBESP (Appendix D).

Prior to issuance of a grading permit, the project shall be in compliance with an approved DBESP.

Level of Significance After Mitigation

With implementation of BR-1 impacts to sensitive species would be less than significant.

Riparian Habitat

Impact BR-2	**Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFG or USFWS?** **[CEQA Biological Resources Threshold 4(b)]**

Impact Analysis

There is no riparian habitat or any other sensitive natural community within the project site.

Level of Significance Before Mitigation

As there are no sensitive natural communities within the project site, the project would not result in impacts to natural communities and no mitigation is required.

Federally Protected Wetlands

Impact BR-3	**Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?** **[CEQA Biological Resources Threshold 4(c)]**

Impact Analysis

There are no federally protected wetlands as defined by Section 404 of the Clean Water Act within the project site. Additionally, there are no waters of the U.S. as defined by Section 404 of the Clean Water Act within the project site. There are streambeds within the project site as defined by Section 1600 of the Fish and Game Code. Infrastructure improvements would result in modification to the Hemet and Thornton Channel, which are waters of the U.S. and CDFG jurisdictional streambeds.

Level of Significance Before Mitigation

Impacts to jurisdictional waters are potentially significant.

Mitigation Measures

BR-2 Prior to issuance of a grading permit, detailed plans of the infrastructure improvements shall be reviewed by a qualified regulatory specialist to determine the extent of impacts to jurisdictional areas and confirm the permits required. Applicable permits must be obtained from the regulatory agencies (including a 404 permit from the USACE, a 401 Certification from RWQCB, and a streambed alteration agreement from CDFG, as applicable) prior to issuance of a grading permit. The paseo system proposed by the project will provide riparian resource value; therefore no additional mitigation is recommended for impacts to waters of the U.S. and CDFG jurisdictional streambed.

Level of Significance After Mitigation

With implementation of mitigation measure BR-2, impacts to waters of the U.S. and streambeds would be less than significant.

Wildlife Corridors and Nursery Sites

Impact BR-4	**Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?** **[CEQA Biological Resources Threshold 4(d)]**

Impact Analysis

The project site is within the Pacific Flyway and migratory passageway for birds. Additionally, suitable nesting habitat and trees occur within the site. Eucalyptus trees occur along the eastern edge

of the 35394 project boundary. These trees provide suitable nesting habitat for many bird species, particularly raptors.

The project site is not considered an essential component for regional wildlife movement due to the site's geographic location, surrounding land uses, and absence of native or natural habitat on adjacent parcels. An existing northeast to southwest trending wildlife movement corridor are located northwest of the project site. The wildlife movement corridor consists of Hemet Channel (Salt Creek) which provides habitat for species and also provides for movement of species from the Hemet area in the east to Canyon Lake in the west. The MSHCP states that treatment and management of edge conditions will be necessary to ensure that the functions of the habitat and wildlife movement corridor are maintained as areas are developed around them.

Level of Significance Before Mitigation

The site provides suitable nesting habitat. Impacts to nesting birds would be a significant impact. There are no wildlife corridors within the project site; therefore, direct impacts to wildlife corridors would be less than significant. However, a wildlife corridor occurs adjacent to the project site. Indirect impacts to these areas constitute a potentially significant impact to wildlife corridors.

Mitigation Measures

BR-3 Ground disturbance activities should take place outside the avian nesting season, which extends from early February through August, but can vary slightly from year to year based upon seasonal weather conditions. If ground disturbance must occur during avian breeding season, a clearance survey for nesting birds shall be conducted within 2 weeks prior to any ground disturbing and vegetation/tree removal activities. If nesting birds are determined to occur within the impact area, the biological monitor shall mark a buffer around the nest and no ground or vegetation disturbance can occur until it is determined by a qualified biologist that the nest has successfully fledged young and it that the nest is no longer active.

BR-4 The project must conform with the MSHCP Urban/Wildland Interface Guidelines as described in the MSHCP Consistency Analysis Report (Appendix D). Conformance with these Guidelines shall be reviewed by the City during final plan check.

Level of Significance After Mitigation

Implementation of mitigation measures BR-3 and BR-3 would reduce impacts to wildlife movement corridors and nesting sites to less than significant.

Local Policies or Ordinances Protecting Biological Resources

Impact BR-5	**Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?** **[CEQA Biological Resources Threshold 4(e)]**

Impact Analysis

There are no local policies or ordinances protecting the biological resources within the project site.

Level of Significance Before Mitigation

There are no local policies or ordinances protecting the biological resources within the project site; therefore, there would be no impacts to local policies or ordinances and no mitigation is required.

Conservation Plans

Impact BR-6	**Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?** **[CEQA Biological Resources Threshold 4(f)]**

Impact Analysis

The project site is within the adopted Western Riverside County MSHCP and extends into designated Criteria Cells of the MSHCP.

Level of Significance Before Mitigation

The project has the potential to result in significant impacts to conservation areas of the MSHCP.

Mitigation Measures

BR-5 The project must demonstrate conformance with the MSHCP to the satisfaction of the City Planning Director prior to issuance of grading permits. Conformance with the MSHCP includes, but is not limited to the following:

- Completion of the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process;
- Compliance with the Riparian/Riverine Areas and Vernal Pools Guidelines;
- Compliance with the Protection of Narrow Endemic Plant Species Guidelines;
- Compliance with the Criteria Species Survey Area requirements;
- Completion of a DBESP for BUOW;
- Conformance with the Urban/Wildlands Interface Guidelines; and
- Payment of the MSHCP Local Development Mitigation Fee.

Level of Significance After Mitigation

With completion of mitigation measure BR-5, impacts to HCPs would be less than significant.

4.5 - Cultural Resources

4.5.1 - Introduction

This section describes the existing cultural resources and potential effects from project implementation on the site and its surrounding area. Descriptions and analysis in this section are based on information contained in the *Phase 1 Cultural Resource Survey Tract #35392, Tract #35393 and Tract #35394 The Rancho Diamante Project, City of Hemet, Riverside County, California,* April 16, 2007 by MBA, included in this EIR as Appendix E.

4.5.2 - Existing Conditions

Situated southwest of the San Jacinto Mountains, the project area consists of predominately-flat land. The project footprint lies within the alluvial/fluvial sediment basin and is located within the San Jacinto Valley. The original ground surface has undergone extensive plowing and the importation of fill soils. These fill soils are not unlike the native soils seen in the vicinity and may have been deposited from a nearby location. The surrounding area has an extensive agricultural history dating from the late 1800s.

Methodology

A cultural resource records search took place on October 22, 2004, while field surveys took place between November 1 and November 6, 2004. An additional field survey was undertaken on April 3, 2007. The paleontological records check took place on November 1, 2004. The findings of these record checks and surveys are discussed below.

Cultural Resources Records Search

Results of the cultural record search showed that two recorded prehistoric resource sites and nine recorded historic sites lay within the search radius of the study area, and that no previously recorded sites or properties are located within the project area itself. (Table 5.5-1 below). Seventeen known archaeological investigations are on file at the Eastern Information Center for the 1-mile search radius. The cultural resource record search indicated that the majority of the study area has not been previously surveyed for cultural resources. Areas that had been previously studied include the canal, the San Diego Aqueduct, the railroad tracks and a small segment of Sanderson Avenue, Mustang Way (formerly Harrison Avenue) and Warren Road. The Elsinore 1901 USGS, California 30' topographic map reveals the existence of a property northwest of the intersection of Warren Road and Harrison Avenue (now Mustang Way).

Table 4.5-1: Recorded Cultural Sites within the Search Radius

Site Number	Site Description	Located within Tracts/Affected by Development?
CA-RIV-863	One isolated metate fragment	No
CA-RIV-4763H	Historic structural materials and historic refuse	No
CA-RIV-5198H	Historic wooden wagon, farm equipment, refuse and irrigation pipe	No
CA-RIV-5201	Historic refuse deposit amongst a stand of eucalyptus trees	No
CA-RIV-5202	The San Jacinto and Pleasant Valley Company earthen canal	No
CA-RIV-5329	Historic farmstead with associated structures, reservoir and aluminum sided railroad car	No
CA-RIV-5780	A small historic gas and oil house located at Hemet-Ryan Airport	No
CA-RIV-5788	Historic refuse deposit	No
CA-RIV-6309	A historic residential bungalow with a garage	No
CA-RIV-9014	Underground water system with a standpipe assembly	No
CA-RIV-11196	One rhyolite core fragment	No

Field Results

During the 2004 pedestrian survey of the project area, two unrecorded historic cultural resources were known to exist but the remnants of those sites were minimal. One isolated mano was detected during the 2004 survey but could not be relocated in 2007. Surface visibility was excellent due to the recent disking of the project area. The amount of ruderal grass that might cover up the ground surface was very low. MBA observed that portions of the ground surface were under water due to recent rains and could not be surveyed. In areas located near roads, modern trash was observed. Rocks in the project area consisted of fragments of granite, quartzite, and medium sized river cobbles. Soils in the area consisted of a fine-grained sandy alluvium with small-unconsolidated gravels and pebbles. Large amounts of fill soils have apparently been imported to portions of the site. In several locations within the project area, the ground surface was raised and this created the appearance of terraces.

Paleontological Resources

In a review of the vicinity of the project footprint conducted by staff at the San Bernardino County Museum, it was found that the project area is located upon surficial alluvium of Holocene and Pleistocene age. Holocene units are much younger than Pleistocene units and they are too young to permit the development of fossils.

Previous studies have shown that there is high potential for the recovery of fossils if earthmoving impacts any undisturbed Pleistocene unit. These calculations are based upon excavations and numerous fossil finds in the nearby Domenigoni and Diamond Valleys. The Holocene unit is not paleontologically sensitive because it is too young, but paleontologically sensitive units may underlie

the Holocene alluvium. Since the Tracts are located on lands that have been heavily modified because of agriculture, it is therefore possible that intact fossils would be impacted if and only if the tilled soil horizon is removed. It is, therefore, possible that paleontologically sensitive strata will be located about five feet below the modern ground surface.

4.5.3 - Regulatory Framework

Federal

National Historic Preservation Act of 1966 (as amended), Section 106 (Act)

The National Historic Preservation Act established the National Register of Historic Places, State Historic Preservation Offices and programs, and the Advisory Council on Historic Preservation. The Act establishes a national policy of historic preservation to protect, rehabilitate, restore, and reuse districts, sites, buildings, structures, and objects significant in American architecture, history, archaeology, and culture. The Act applies to all properties on or eligible for inclusion in the National Register of Historic Places. Evaluation of a cultural resource consists of determining whether it is significant (i.e., if it meets one or more of the criteria for listing in the National Register of Historic Places). Section 106 requires consultation to mitigate damage to historic properties, including Native American traditional cultural places.

National Park Service and California Office of Historic Preservation

Protocol guidelines for performing cultural resource field surveys and any site or isolate recordation is provided at both the federal and state level. The California Office of Historic Preservation (OHP:CHRIS 1995) archaeological recordation and procedures mirror National Park Service cultural resource evaluation guidelines (1983, 1985).

State Regulations

California Government Codes 65092; 65351; 65352 and 65560 formerly known as Senate Bill 18, require city and county governments to consult with California Native American tribes before individual site-specific, project-level land use decisions are made. In particular, this process applies to General Plan Amendments and adoption of Specific Plans. Notification of the project has been sent to the appropriate native American Tribes by the City of Hemet.

California State Health and Safety Code Section 7050.5 dictates that in the event of an accidental discovery or recognition of any human remains during ground-disturbing activities, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to CEQA regulations and Public Resources Code Section 5097.08.

Page Ranch Master Plan and Plan EIR

The Page Ranch Master Plan does not contain any references to cultural resources. The EIR for the Southwest Area described the Page Ranch cultural resources under Section 3.2, Archaeology. A brief summary of that section follows:

The Hemet area is known to have archaeological significance. Remains have been found of Indians whose descendents now occupy the Soboba Indian Reservation northeast of the City. The principal Indian settlement at the time the Spanish arrived was centered near the Ramona Bowl about 2 miles from the project site. Settlements associated with the village spread over an area approximately 3 miles long and 1 mile wide.

Additionally, archaeological resources surveys were completed for the portion of the Page Ranch Master Plan contained by the proposed project and no archaeological resources were found. The Southwest Specific Plan EIR impacts analysis for archaeological resources, contained in Section 4.4.2 of the Specific Plan EIR, concluded that the Page Ranch Master Plan area as a whole had the potential for unavoidable adverse impacts to archaeological resources. However, the EIR also found that the portion of Page Ranch that contains the proposed project would not have significant impacts to archaeological resources as this area was surveyed and no archeological resources were found.

NOP Comments

During the NOP period, the Soboba Band of Luiseno Indians indicated the need for Native American Monitoring and Consultation.

4.5.4 - Thresholds of Significance

According to the CEQA Guidelines' Appendix G, Environmental Checklist, to determine whether impacts to biological resources are significant environmental effects, the following questions are analyzed and evaluated:

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

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

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

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

4.5.5 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the development of the project and provides mitigation measures where appropriate.

Historical Resource

Impact CR-1	**Cause a substantial adverse change in the significance of a historical resource as defined in CEQA §15064.5?** **[CEQA Cultural Resources Threshold 5(a)]**

Impact Analysis

Research has shown that there are no known cultural resources located within the project area that may qualify as significant under CEQA cultural resource criteria. During the 2004 pedestrian survey of the project area, two unrecorded historic cultural resources were known to exist but the remnants of those sites were minimal. One isolated mano was detected during the 2004 survey but could not be relocated in 2007.

Historic farm complexes are known for the following parcels, but the old superstructures are missing. In proposed Tract #35392 located south of the Sante Fe tracks and northwest of the intersection of Thornton and Fisher Street, one definitive structure set amongst numerous trees is visible in the 1953 Hemet aerial. This structure was located on parcel #460-010-008. In addition, the USGS 1979 Winchester 7.5 topographic map shows three structures located in this vicinity. It is possible that the historic foundations are buried beneath the modern ground surface.

At one time, a farmhouse complex existed on parcel #465-110-023 located in proposed Tract #35394. The area has undergone recent plowing and, therefore, structural foundations were not observable. However, both the 1901 *Elsinore* 30' archival map and the 1979 Winchester 7.5 top show the existence of a farming complex. In review of the 1953 aerial of Hemet, this ranch house complex is also apparent. It is possible that the farmhouse was demolished at the time the area was planned for Page Ranch and that the historic foundation is buried beneath the modern ground surface.

Level of Significance Before Mitigation

Potentially significant.

Mitigation Measures

In order to minimize impact to unidentified cultural resources, the following mitigation measure is added to the project.

CR-1 Should previously unidentified cultural resource sites, prehistoric or historic cultural resources be encountered during monitoring, they should be Phase II tested and evaluated for significance following CEQA Guidelines prior to allowing a continuance of grading in the area. A foundation associated with the former house in the northwest corner of the project area may be uncovered during grading. This material is not more than 45 years old and so can be discounted.

Level of Significance After Mitigation

Less than significant.

Archaeological Resource

Impact CR-2	**Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA §15064.5?** **[CEQA Cultural Resources Threshold 5(b)]**

Impact Analysis

During the field survey conducted in 2004, a single isolated mano or hand stone was exposed in the plow zone on parcel #454-020-013 of proposed Tract #35393. This mano had strike marks from the teeth of a plow and was found partially buried. The mano could not be relocated during a site visit in early April 2007. The occurrence of an isolated artifacts suggests that other artifacts may lie hidden in the soils below the surface.

Level of Significance Before Mitigation

Potentially significant.

Mitigation Measures

In order to minimize impacts to unknown archaeological resources, the following mitigation measures are applied to the project.

CR-2a Limited archaeological monitoring is recommended during all earthmoving, grading, grubbing, trenching or other earth-disturbing activities on the project site. A City-approved Project Archaeologist must create a mitigation-monitoring plan prior to earthmoving in the project area, a pre-grade meeting associated with the details of that plan must occur between the monitoring archaeologist, the City representative, and the grading contractor before grading begins.

The plan must discuss contingency plans associated with Native American tribal representation if any prehistoric artifacts are found during earthmoving. These may be considered sacred items by Native American tribes. The mitigation-monitoring plan document must contain a description of how and where artifacts will be curated if found during monitoring.

CR-2b Once a depth below the modern ground surface of 3 feet is reached, monitoring of development-related excavation is required during all construction-related earthmoving. Earthmoving should be monitored on a full-time basis. The Project Archaeologist may, at his or her discretion, terminate monitoring if and only if no buried cultural resources have been detected after 50 percent of the ground in the project area has been graded. If buried cultural resources are detected during

monitoring, monitoring must continue until 100 percent of virgin earth within the project has been disturbed and inspected by the monitor (s).

Level of Significance After Mitigation

Less than significant.

Paleontological Resource or Geologic Feature

Impact CR-3	**Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**
	[CEQA Cultural Resources Threshold 5(c)]

Impact Analysis

According to the San Bernardino County Museum report included in the Phase I Cultural Resource Study for the project site, potentially significant Pleistocene fossiliferous resources may be impacted if such deposits are encountered during construction. The likelihood of encountering fossiliferous resources increases as project-related excavations reach 5 feet or more.

Level of Significance Before Mitigation

Potentially significant.

Mitigation Measures

In order to minimize the possible impacts to paleontological resources, the following mitigation measures are applied to the project.

CR-3a Monitoring of excavation in areas identified as likely to contain paleontologic resources by a qualified paleontologic monitor. Based upon the results of this review, areas of concern include undisturbed older Pleistocene alluvium. Paleontologic monitors should be equipped to salvage fossils, as they are unearthed, to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. Monitors must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Monitoring may be reduced if the potentially fossiliferous units described are not present, or, if present, are determined upon exposure and examination by qualified paleontologic personnel to have low potential to contain fossil resources.

CR-3b Paleontologic monitoring of any earthmoving will be conducted by a monitor, under direct guidance of a qualified paleontologist. Earthmoving in areas of the parcel where previously undisturbed sediments will be buried but not otherwise disturbed will not be monitored. Monitoring shall begin once earthmoving reaches 5 feet below the original ground surface. If too few fossil remains are found after

50 percent of the planned-for earthmoving has been completed, monitoring can be reduced or discontinued in those areas at the project paleontologist's direction.

CR-3c If paleontological resources are detected during monitoring, a report must be generated. The following items must be presented in the report: Recovered specimens must be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. The recovered fossils must be identified and curated into a professional, fully accredited museum repository with permanent retrievable storage (e.g., SBCM). The paleontologist must have a written repository agreement in hand prior to the initiation of mitigation activities. The report and inventory, when submitted to the Lead Agency, will signify completion of the program to mitigate for impacts to paleontologic resources.

Level of Significance After Mitigation

Less than significant.

Human Remains

Impact CR-4	Disturb any human remains, including those interred outside of formal cemeteries? [CEQA Cultural Resources Threshold 5(d)]

Impact Analysis

There is always the remote possibility that ground-disturbing activities during construction may uncover previously unknown buried human remains. In the event of an accidental discovery or recognition of any human remains, California State Health and Safety Code Section 7050.5 dictates that no further disturbances shall occur until the County Corner has made the necessary findings as to origin and disposition pursuant to CEQA regulations and PRC Section 5097.98.

Level of Significance Before Mitigation

Potentially significant.

Mitigation Measures

With adherence to State Health and Safety Code Section 7050.5, which stipulates the process to be followed when human remains are encountered, no mitigation measures are necessary.

Level of Significance After Mitigation

Less than significant.

4.6 - Geology and Soils

4.6.1 - Introduction

This section describes the existing geology and soils setting and potential effects from project implementation on the site and its surrounding area. Descriptions and analysis in this section are based on information contained in agency database and literature review, *Update Geotechnical Investigation Rancho Diamante, Tentative Tract Map 35392,35393, and 35394 City of Hemet Riverside County, California,* Leighton and Associates, June 15, 2007 (Appendix F), and *Phase I Environmental Site Assessment, City of Hemet, Riverside, California*, IWS Environmental, May 2007 (Appendix G). This document addresses regional and local geology, seismicity, hazards, soil types, and soil erosion processes that affect the project site.

4.6.2 - Existing Conditions

The proposed development site is located in the southwestern margin of the San Jacinto Valley, southwest of the San Jacinto River and southeast of the Lakeview Mountains. The San Jacinto Valley is a relatively flat-lying area surrounded by hills and mountains. The valley is divided on the east by an alluvial filled fault bounded graben (trough) and on the west by a broad, gently sloping, alluvial mesa (bajada). The northwest rending graben is bounded on the east by the main trace of the San Jacinto Fault, which forms the east margin of the valley and on the west by the Casa-Loma segment of the San Jacinto Fault. Each fault is a portion of the San Jacinto Fault Zone Complex.

The area analyzed in the above referenced geotechnical report is generally bordered by Stetson Avenue to the north, Poplar Street to the south, "Old" Warren Road to the west, and Fisher Street (including both east and west of Fisher Street north of Thorton Avenue). The earth materials encountered on site generally consist of artificial fill by others, and alluvium.

Regional and Local Faults

The subject site is located within a seismically active region as a result of being located near the active margin between the North American and Pacific tectonic plates. The nearest zoned active faults are identified in Table 4.6-1 and illustrated in Exhibit 4.6-1.

Table 4.6-1: Regional Faults

Faults	Distance from the Project Site (miles)	Direction from Project Site
San Jacinto Valley Fault	4.9	NE
San Jacinto-Anza Fault	6.1	SE
Elsinore-Temecula Fault	17.2	SW
Source: Leighton and Associates, June 15, 2007		

The project site is not located within the boundaries of an Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zone Act.

Seismic Effects

The project site, as well as the rest of Southern California, has a moderate to high seismic risk due to numerous faults and extensive historical and ongoing seismic activity. The actual potential for seismic damage depends on a number of factors, such as the proximity to active or potentially active fault zones and the geologic composition of the area. Seismic damage is generally less intense in consolidated materials, such as bedrock, than in unconsolidated materials, such as alluvium.

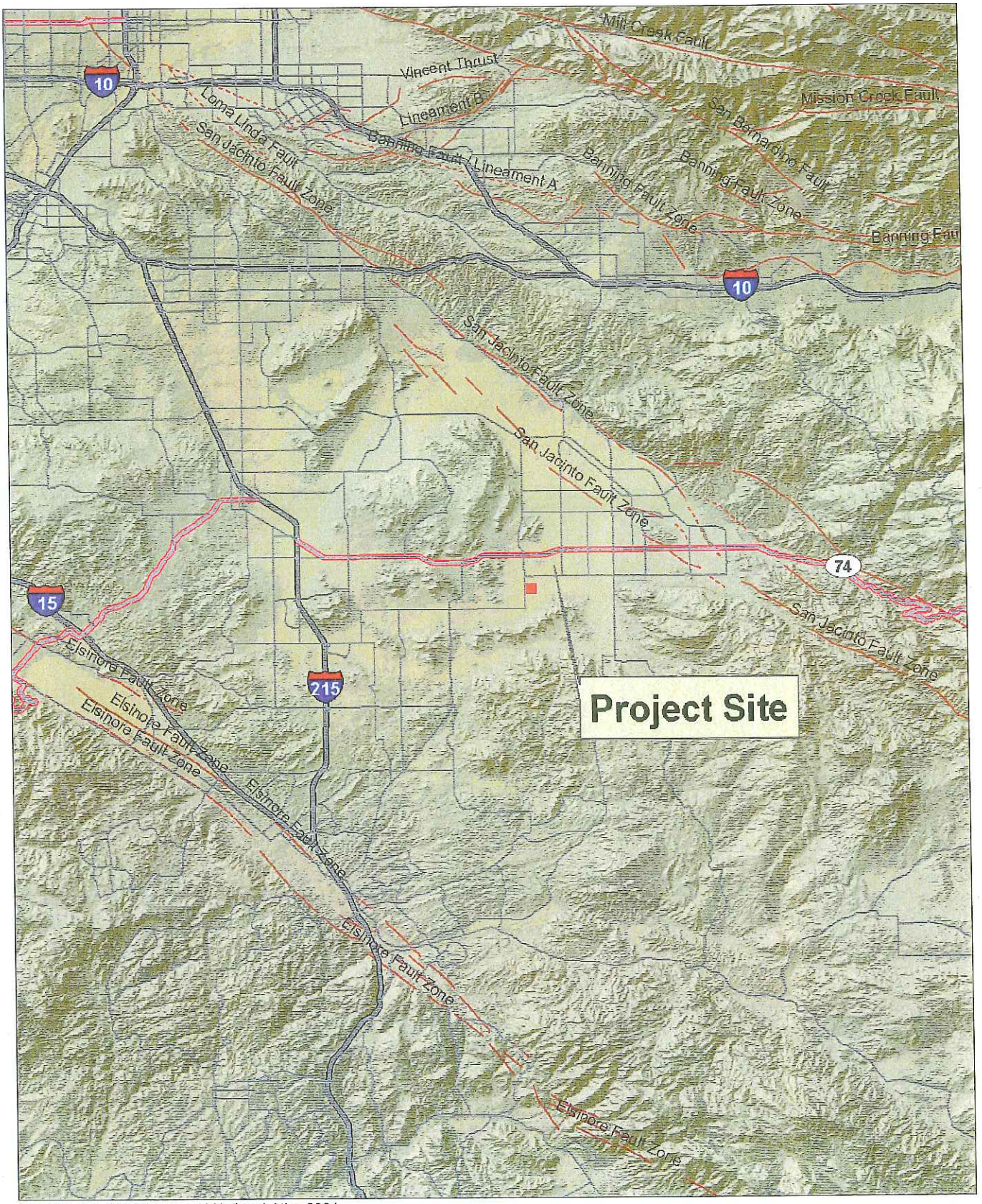
The primary effects of an earthquake include surface rupture, groundshaking, liquefaction, subsidence, differential settling, and seiches. The occurrence of any one of these effects depends on many factors, including earthquake intensity, distance from epicenter, soils type, and the moisture content of the soil. The following are considered primary and secondary seismic effects:

Ground Rupture – Generally considered to occur along pre-existing active faults. Review of available maps and current observations of the subject site and adjacent areas indicate that there is no active or potentially active faulting on site. The potential for ground subsidence/fissuring due to groundwater withdrawal should be considered low for the site.

Liquefaction – This is caused by strong vibratory motion due to earthquakes. Research and historical data indicate that loose granular soils or soils of low plasticity below a near surface groundwater table are most susceptible. In order for the potential effects of liquefaction to be manifested at the ground surface, the soils generally have to be granular, or of low plasticity, loose to medium dense, saturated relatively near the ground surface and must be subjected to a sufficient magnitude duration and duration of ground shaking.

Earthquake-Induced Settlement – Ground accelerations generated from a seismic event can produce settlements in earth materials both above and below the water table. The earth materials onsite may undergo seismically induced settlement during the design seismic event. The seismic densification of dry to damp alluvial soils due to onsite seismic activity is expected to global and should be minimal (less than 1 inch).

Seiches – Groundshaking can cause standing waves or oscillations, called seiches, of water contained in ponds and reservoirs. With severe shaking, onsite or offsite reservoirs may experience seiching, which could cause tank rupture during severe events. In a major event, structures immediately downstream of a reservoir or water tank may experience localized flooding. There are no reservoirs or water tanks immediately upstream of the project site; therefore, there is a less than significant hazard of seiching.



Source: CA GIS Library and National Atlas 2004.

NORTH

Not To Scale

Michael Brandman Associates

22660014 • 12/2007 | 4.6-1_regional_faults.mxd

Exhibit 4.6-1
Regional Faults

RANCHO DIAMANTE
EIR PHASE II

Soil Types

Given the size, alluvial composition, and site history of the project site, many soils are contained within the planning area. The Geotechnical Constraints (GC) report categorizes soil types into three basic categories; alluvium, colluvium, and artificial fill. The U.S. Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS, formerly the Soil Conservation Service or SCS), however, classifies the soil types onsite as described in Table 4.6-2 and illustrated in Exhibit 4.2-1 in Section 4.2, *Agricultural Resources*.

Table 4.6-2: Soils

Symbol	Series	Soil Type
Ce	Chino	Chino silt loam, drained
Cf		Chino silt loam, drained, Saline-Alkali, 0-2% slope
Cg		Chino silt loam, strongly Saline-Alkali, 0-2% slope
Dt	Domino	Domino fine sandy loam, Saline-Alkali, 0-2% slope
Du		Domino silt loam, non-alkali, 0-2% slope
Dv		Domino silt loam, saline-alkali, 0-2% slope
EnA	Exeter	Exeter Sandy loam, 0-2% slope
EoB		Exeter Sandy loam, slightly saline-alkali, 0-5% slope
EpA		Exeter sandy loam, deep, 0-2% slope
GoB	Grangeville	Grangeville loamy fine sand, drained, 0-5% slope
GsB		Grangeville sandy loam, sandy substratum, drained, 0-5% slope
GtA		Grangeville fine sandy loam, drained, 0-2% slope
GyA	Greenfield	Greenfield sandy loam, 0-2% slope
GyC2		Greenfield sandy loam, eroded, 2-8% slope
HcA	Hanford	Hanford Coarse sandy loam, 0-2% slope
HcC		Hanford Coarse sandy loam, 2-8% slope
HgA		Hanford fine sandy loam, 0-2% slope
PaA	Pachappa	Pachappa fine sandy loam, 0-2% slope
Tp2	Traver	Traver loamy fine sand, eroded, 0-5% slope
Source: MBA 2007, Soil Survey jof Western Riverside County Area (USDA 1971)		

The soil types represented are mostly granitic sandy loams derived from alluvium with slopes ranging from 0-5 percent. Although most of them are moderate to well drained soils, a few soil types are described with larger silt or clay components making them more susceptible to runoff.

Erosion

Erosion is the process by which the land surface is transported by wind or moving water. Soils with a low permeability or high tendency towards runoff are particularly susceptible to water erosion while soils consisting of fine soil particles, as well as drained soils in alluvium surfaces are particularly susceptible to wind erosion. Erosion removes the smaller, lighter soil particles first (typically humus and clay) leaving the coarse, sandy soils; a soil subject to erosion processes becomes progressively more sandy and stony.

Local precipitation limits vegetation growth that would otherwise anchor soils to their root structures. Infrequent hard storms can erode soils and cause flooding. On the project site, surface runoff and erosion appear to be minimal due to its shallow slope. Given this and the increased permeability of the alluvium onsite, there is a low potential for hazards associated with erosion.

Blowing dust and sand can be a temporary and infrequent hazard in the project area. This can result in a dust hazard during periods of high winds, especially in the fall during "Santa Ana" wind conditions. Similar to water erosion, the local climate, topography, and soils create conditions conductive to wind erosion. The majority of onsite soils are not readily subject to wind erosion due to their sandy composition, especially when covered with vegetation. They are, however, subject to moderate erosional potential when exposed during grading.

4.6.3 - Regulatory Framework

General Plan

The City of Hemet Public Health and Safety Element of the General Plan contains the following goal relative to geotechnical constraints (HGP 1992):

1. Protect the community from significant erosion problems resulting from natural and man-made activities. As indicated in the City's General Plan (II-E-45), "…Concurrent with the submission of a grading plan, erosion control plans shall be submitted to the Engineering Department and approved by the appropriate department prior to approval of a grading plan."

   Although alluvial soils have a decreased tendency toward surficial runoff, the site when exposed during grading will be susceptible to both wind and water erosion. Grading activities will be conducted according to Best Management Practices to minimize erosion effects as mandated in Mitigation Measure GS-4 below.

2. Require all new developments to comply with the most recent Uniform Building Code (UBC) seismic design standards.

NOP Comments

During the NOP period, no comments were received in regard to Geology and Soils.

4.6.4 - Thresholds of Significance

According to the CEQA Guidelines' Appendix G, Environmental Checklist, to determine whether impacts to geology and soils are significant environmental effects, the following questions are analyzed and evaluated:

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

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

ii. Strong seismic ground shaking?

iii. Seismic-related ground failure, including liquefaction?

iv. Landslides?

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

c.) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

d.) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

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

4.6.5 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the development of the project and provides mitigation measures where appropriate.

Earthquakes

Impact GS-1	**Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:** **i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.** **ii) Strong seismic ground shaking?** **iii) Seismic-related ground failure, including liquefaction?** **iv) Landslides?** **[CEQA Geology and Soils Threshold 6(a)(i to iv)]**

Impact Analysis

Faulting and Seismicity

Development of the project will introduce new homes into an area subject to moderate groundshaking, settling, and other seismic related hazards. These hazards are similar to those experienced throughout most of Southern California, and are not substantially elevated for the project site. Since a potential exists for large magnitude earthquakes along these faults, the area experiences a potentially significant seismic risk (i.e., impact), and the recommendations contained within the Leighton Geotechnical Investigation must be implemented within the grading and building designs (see Mitigation Measures GS-1 and GS-2).

Seismic-Related Ground Failure

Liquefaction most often occurs in areas of shallow groundwater underlying areas with loose, unconsolidated soils. Based on the Leighton Geotechnical Investigation, the site may have liquefaction potential if groundwater is present. However, no groundwater was encountered during field investigations and regional groundwater is anticipated at approximately 300 feet below existing grade, therefore, potential of liquefaction is considered low. With implementation of the earthwork recommendations contained ion the Leighton Geotechnical Investigation, impacts associated with liquefaction are not expected to be significant and will be reduced to the maximum extent feasible (see Mitigation Measure GS-1).

Landslides

The site is flat with no rocky outcroppings, and has historically been repeatedly disked. The project would, therefore, not create or be affected by any landslides or rockfalls and no significant impacts are expected.

Level of Significance Before Mitigation

Potentially significant.

Mitigation Measures

GS-1a **Grading and Building Design.** Prior to the issuance of grading and building permits, the developer shall comply with each measure described in Sections 4.1 through 5.2 of the *Update Geotechnical Investigation Rancho Diamante, Tentative Tract Map 35392, 35393, and 35394 City of Hemet Riverside County, California*, Leighton and Associates, June 15, 2007 (see Appendix X). All grading and design/construction measures recommended by the detailed geological investigation shall be identified on grading and building plans and implemented to the satisfaction of the City Public Works Department.

GS-1b **Construction Design.** Prior to the issuance of grading and building permits, the developer shall demonstrate that all grading and building activities comply with the

most recent Uniform Building Code seismic design standards. This shall be completed to the satisfaction of the City Public Works Department.

Level of Significance After Mitigation

Less than significant.

Soil Erosion or Topsoil Loss

Impact GS-2	**Result in substantial soil erosion or the loss of topsoil?. [CEQA Geology and Soils Threshold 6(b)]**

Impact Analysis

As noted above, the soil types represented are mostly granitic sandy loams derived from alluvium with slopes ranging from 0-5 percent. Although most of them are moderate to well drained soils, a few soil types are described with larger silt or clay components making them more susceptible to runoff.

The project would temporarily increase the potential for erosion by disturbing local soils during grading activities for roads, building pads, and slopes (grading, clearing, and grubbing will remove the upper 3 feet of topsoil along with existing vegetation). Measures would need to be in place to minimize the loss of onsite soils through both wind or water erosion.

Long-term increases of erosion potential would occur as a result of increased surface runoff rates due to road paving and construction of impermeable structures (see Section 4.8, Hydrology). Drainage features would be implemented into the development design reducing the hazard of erosion. Given the soil characteristics, gentle slope of the project site, development design, and erosion/dust controls during grading, erosion hazards are not expected to be significant with implementation of mitigation measures.

Level of Significance Before Mitigation

Potentially significant.

Mitigation Measures

GS-2a **Erosion Controls.** Prior to the issuance of a grading permit, the developer shall submit a grading plan describing the wind and water erosion controls that will be employed during all grading activities. These controls shall be consistent with Best Management Practices and shall be demonstrated to the satisfaction of the City Engineering Department and any other departments deemed appropriate by the City. Further, these plans shall include the methods of erosion control and be compiled be a registered civil engineer (also see Mitigation Measures in Sections 4.3, Air Quality,

pertaining to dust control measures, and 4.8, Hydrology/Water Quality, pertaining to erosion and siltation control measures.

Level of Significance After Mitigation

Less than significant.

Unstable Geologic Location

Impact GS-3	**Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?** **[CEQA Geology and Soils Threshold 6(c)]**

Impact Analysis

According to the Leighton Geotechnical Investigation, no soil or geologic conditions were encountered on the site that would preclude the development of the property for residential development. The majority of the on-site soils are generally alluvial in nature, and are suitable for reuse as fill provided they are relatively free of organic materials and debris. The Leighton Geotechnical Investigation indicated the onsite earth materials generally possess a very low to low expansion potential and the potential for hydrocollaspe is low. No significant impacts due to expansive soils or surface settling are anticipated to occur that will significantly impact the proposed development. (Also see Analysis under Impact GS-1 above.)

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

In order to reduce impacts to the maximum extent feasible, Mitigation Measures GS-1a and GS-1b above will be implemented.

Level of Significance After Mitigation

Less than significant.

Expansive Soil

Impact GS-4	**Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?** **[CEQA Geology and Soils Threshold 6(d)]**

Impact Analysis

The Leighton Geotechnical Investigation indicated that the site contains topsoils, artificial fill and the upper 3 to 5 feet of alluvium are considered to be potentially compressible and will require complete removal and recompaction within the limits of grading. The site would be suitable for residential

development and no significant impacts would occur with implementation of the various mitigation measures.

Level of Significance Before Mitigation

Potentially significant.

Mitigation Measures

In order to reduce impacts to the maximum extent feasible, Mitigation Measures GS-1a and GS-1b above will be implemented.

Level of Significance After Mitigation

Less than significant.

Wastewater Disposal Systems

Impact GS-5	**Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?** **[CEQA Geology and Soils Threshold 6(e)]**

Impact Analysis

Since the project would have a piped sewer system, soil capability relative to septic tank systems is not a significant issue.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

No mitigation required.

Level of Significance After Mitigation

Less than significant.

4.7 - Hazards and Hazardous Materials

Introduction

This section describes the existing setting regarding hazards and hazardous materials and potential effects from project implementation on the site and its surrounding area. Descriptions and analysis in this section are based on information contained in the *Phase I Environmental Assessment for 330 Acres of Undeveloped Farmland in Hemet, California – "Rancho Diamante Project,"* IWS Environmental, Inc., May 4, 2007, and the *Airport Compatibility Analysis,* MBA, located in Appendix H.

4.7.1 - Existing Conditions

Site History and Current Use

Currently, the proposed project site is vacant land. The current landscape represents a complete alteration from the natural scrub and sage communities associated with the original native arid environment. The entire site has been classified as an agricultural field and it is currently covered with a sparse ruderal grassland. The surrounding area has been used for agriculture since the late 1800s and a 1953 aerial photograph of the area shows the entire project site being used for agriculture. Portions of the site were covered in fill material in the early 1960s and both agricultural and weed abatement activities have continued on the project site.

Hemet-Ryan Airport

As shown in Exhibit 3-1, the project site is approximately 1,250 feet southeast of the Hemet-Ryan Airport. The Hemet-Ryan Airport has two active runways oriented northeast to southwest (magnetic headings 050-230). The larger runway is the main runway (designated 5-23 for its magnetic heading) is 100 feet wide and 4,315 feet long. The shorter runway, the sailplane runway, is 25 feet wide, 2,045 feet long, and is designated 4-22 to distinguish it from the longer runway, even though the magnetic heading is the same. There is no airport administration or Federal Aviation Administration (FAA) Air Traffic Control Tower at the airport. .

The airport was home to 188-based aircraft in the year 2001, and the airport is expected to have 335-based aircraft by 2020. There were approximately 70,000 aircraft operations (landings and takeoffs) at the airport in 2000 and this is expected to increase to 100,000 annual operations in 2020. In 2004, the airport had 136 hangars. The airport serves as a base for Hemet-area pilots, is used for recreationally oriented activities, is home to several aviation and non-aviation related businesses, and is a fire attack base. Hemet-Ryan Airport has served as a base for fire attack aircraft for many years. Recently, the U.S. Forest Service fire attack operations were transferred to San Bernardino International Airport. The California Department of Forestry and its fire fighting operations are still located at the Hemet-Ryan Airport and they do not intend to relocate in the future.

The Hemet-Ryan Airport was recently funded $2.5 million by the Riverside County Board of Supervisors to help rebuild the air attack base. Construction is anticipated to begin in October 2008 for upgrading the base.

Accident history at Hemet-Ryan was researched through the National Transportation Safety Board, which lists 35 aircraft accidents in the City of Hemet between July 1, 1980 and January 1, 2007, two of which were in the past 5 years.

4.7.2 - Regulatory Setting

Federal

Several federal agencies regulate hazardous materials, including the Environmental Protection Agency (EPA), the Occupational Safety and Health Administration (OSHA), and the Department of Transportation (DOT). The EPA is the primary Federal agency responsible of the implementation and enforcement of hazardous materials regulations. In most cases, enforcement of the Federal laws and regulations is delegated to State and local environmental regulatory agencies. The following are some major Federal statues and issue areas:

- Resources Conservation and Recovery Act (RCRA) – hazardous waste management;
- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) – cleanup of contamination;
- Superfund Amendment And Reauthorization Act (SARA) – cleanup of contamination; and
- Hazardous Materials Transportation Act (HMTA) – safe transport of hazardous materials.

With respect to emergency planning, the Federal Emergency Management Agency (FEMA) is responsible for ensuring the establishment and development of policies and programs for emergency management at the Federal, State, and local levels. Enforcement of these laws and regulations is delegated to State and local environmental regulatory agencies.

State

The California EPA (Cal/EPA) has broad jurisdiction over hazardous materials management in the state. The Department of Toxic Substance Control (DTSC) within the Cal/EPA regulates hazardous chemical materials management. The regulations found in California Code of Regulations Title 26 'Toxics', regulates hazardous waste more stringently than the EPA regulations in 40 Code of Federal Regulations 260. Other State agencies involved in hazardous materials management include the Regional Water Quality Control Board (RWQB), Office of Emergency Services, Caltrans, California Highway Patrol (CHP) Air Resources Board (ARB), and California Integrated Waste Management Board (CIWMB).

California hazardous materials management laws include the following:

- Hazardous Materials Management Act – business plan reporting;

- Hazardous Substance Act – cleanup of contamination;
- Hazardous Waste Control Act – Hazardous waste management; and
- Safe Drinking Water and Toxic Enforcement Act of 1986 –releases of and exposure to carcinogenic chemicals.

Hazardous Materials Storage and Response. Local

All cities within Riverside County must adopt a city hazardous waste management plan and enact an ordinance requiring that land use decisions be consistent with the County's plan, or incorporate the County's plan into the General Plan. The City of Hemet adopted a hazardous waste management plan by ordinance separate from the General Plan.

The 1992 Hemet General Plan Hazardous Materials goal is to "protect lives and properties from storage, use, and transport of hazardous materials within the General Plan study area."

NOP Comments

During the NOP review period, the Department of Toxic Substances Control indicated that the EIR should identify any known or potentially contaminated sites and whether or not historic uses of the property resulted in the release of hazardous wastes/substances. If so, the EIR should discuss remediation. In addition, if the project generates hazardous wastes during construction or operation, the wastes must be managed appropriately.

4.7.3 - Thresholds of Significance

According to the CEQA Guidelines' Appendix G, Environmental Checklist, to determine whether hazards and hazardous materials are significant environmental effects, the following questions are analyzed and evaluated:

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

b.) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?

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

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

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

f.) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

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

h.) 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?

4.7.4 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the development of the project and provides mitigation measures where appropriate.

Routine Use

Impact HHM-1	**Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**
	[CEQA Hazards / Hazardous Materials Threshold 7(a)]

Impact Analysis

The project site appears to have been used on and off for agricultural activities since the early 1900s (Phase I – May 4, 2007). The use of land for agricultural purposes creates the potential for soil and ground water to be impacted by agricultural chemicals such as pesticides, herbicides, and fertilizers. The Riverside County Agricultural Commissioner records indicate the site has be used "off and on' for dry wheat farming for at least 20 years. The agency indicated that in "good rain years" the "dry land grain crop" gets one application of herbicides. Herbicides generally biodegrade within a relatively short period of time; however, residual quantities of these herbicides and pesticides may be present in the soil.

Approximately 30 truckloads of soil containing broken asphalt and concrete chunks are located on the western portion of the site adjacent to Warren Road. These mounds of soil were deposited during the construction for the San Diego Aqueduct and San Diego Canal according to Geocon, 2003. An inspection of these soil piles by IWS Environmental did not reveal any stained soil or noticeable odors.

Construction activities associated with the proposed project would use hazardous and flammable substances such as diesel fuel and motor oil in the operation of heavy equipment for site grading and building construction. Construction vehicles onsite may require maintenance that could result in minor releases of oil, diesel fuel, transmission fluid, or other materials. The project proponent is required to obtain a National Pollutant Discharge Elimination System (NPDES) permit for the project that requires adoption of a site specific Storm Water Pollution Prevention Plan (SWPPP) that identifies Best Management Practices (BMPs) for the handling of hazardous materials commonly

used during project construction. Adherence to previsions of the NPDES permit and applicable BMPs contained in the site specific SWPPP will ensure that potential impacts related to the handling and use of these materials during construction of the project are less than significant.

Long-term maintenance activities (i.e., landscape maintenance) associated with residential upkeep would involve fertilizers and the use of landscape equipment (i.e., lawn mowers, edgers). These activities do not normally result in a substantial amount of hazardous materials. The operation of proposed residential development and other applicable activities will not store, transport, generate, or would dispose of large quantities of hazardous substances. Therefore, impacts associates with the handling and use of hazardous materials as a result of the proposed project are less than significant.

Level of Significance Before Mitigation

Potentially significant.

Mitigation Measures

HHM-1a If during construction activities on TTMs 35392, 35393 and 35394 any discolored soil, soils with an unusual odor, or undocumented subsurface structures are encountered during future development on the site, a qualified soil investigation professional shall investigate the soil, and if necessary procure samples for testing. Any contamination shall be properly remediated to residential standards in conjunction with an oversight agency (either Riverside County Fire or the California Department of Toxic Substances Control). If abandoned septic tanks, pits or leach lines are uncovered, the Riverside County Department of Public Health shall be contacted to coordinate the proper abandonment of these features.

Level of Significance After Mitigation

Less than significant.

Accident Conditions

Impact HHM-2	**Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?**
	[CEQA Hazards / Hazardous Materials Threshold 7(b)]

Impact Analysis

The project proposes only residential and open space uses, which does not involve the use and transportation of hazardous materials.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant.

Schools

Impact HHM-3	**Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**
	[CEQA Hazards / Hazardous Materials Threshold 7(c)]

Impact Analysis

The site is not located within 1/4th of a mile of an existing school. However, in the event that the elementary school and middle school site is constructed adjacent to TTM 35393, then the site would be located within 1/4th of a mile of a school site. As noted under Impact HHM-2 above, the project consists of residential uses and open space. Other than the use of chemicals associated with these uses (i.e., cleaning solvents, gasoline for lawnmowers, and other yard maintenance equipment) the operating characteristics of these uses do not involve the emission of hazardous materials or handle hazardous materials in quantities that are considered significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant.

Hazardous Materials Site Listing

Impact HHM-4	**Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**
	[CEQA Hazards / Hazardous Materials Threshold 7(d)]

Impact Analysis

A Phase I Environmental Site Assessment was completed for the proposed tentative tracts 35392, 35393, and 35394. A computer search of federal, state and regional regulatory agency databases was performed by Environmental Data Resources, Inc. to identify and locate properties in the areas of concern that have been reported as sites known or suspected to contain underground storage tanks, or

have been the scene of hazardous materials spills. The database search includes lists of hazardous materials sites pursuant to Government Code Section 65962.5.

The subject site does not appear on the database report as having underground storage tanks, a recorded spill of hazardous materials, or as having been impacted by an off-site source of contamination (soil or ground water). There are no recorded industrial or business facilities within a radius of 1 mile that use or generate hazardous materials and no recorded contaminated groundwater plumes exist within a radius of 1 mile of the subject site (Phase I – May 2007). Therefore, development of the proposed project is not anticipated to create a significant hazard to the public or the environment.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant.

Airports

Impact HHM-5	**For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working the project area?** **[CEQA Hazards / Hazardous Materials Threshold 7(e)]**

The Riverside County Airport Land Use Commission (Commission) is the agency responsible for reviewing land use decisions in the vicinity of Hemet-Ryan Airport. To guide their decision-making, it adopted a Comprehensive Airport Land Use Plan (ALUP) in 1992. This document sets forth various airport impact areas based on noise, safety, and air space concerns and prescribes guidelines for land use development within these areas. The compatibility plan for the Hemet-Ryan Airport is slated to be revised in the near future to be consistent with the 2002 California Airport Land Use Handbook (2002 Handbook) and to address a possible runway extension. Therefore, this analysis will use the multiple criteria to determine if the project would result in a safety hazard for the future project residents based on multiple scenarios.

Consistency with 1992 Airport Land Use Plan

The 1992 ALUP utilizes a composite of aircraft noise and aircraft safety considerations to develop what it terms "Relative Risk Areas." The project is within three areas: Area II - the High Risk Area; the Transition Area; and Area III - the Area of Moderate Risk (see Exhibit 4.7-1). The Transition Area policies indicate that if 50 percent or more of the project site is within the Transition Area, it

shall be considered part of the Transition Area. However, more than 50 percent is not within the Transition Area; therefore, each area of the project site is assessed as part of the respective area. The qualities of the three areas are summarized in Table 4.7-1.

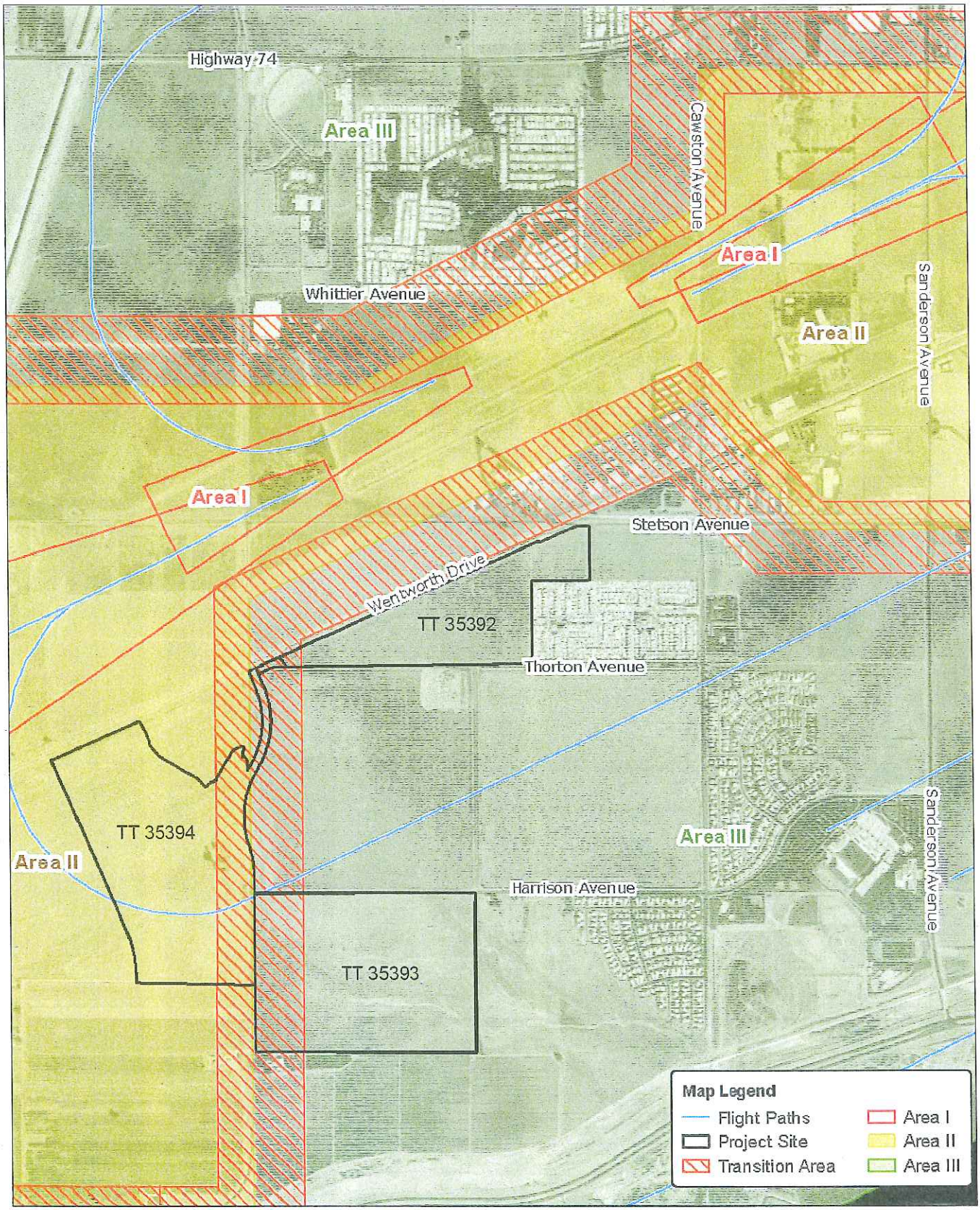
The 1992 ALUP requires that the project have an Avigation Easement. Requirement of an Avigation Easement is included as a mitigation measure.

Table 4.7-1: Relative Risk Areas

Quality	High Risk Area – Area II	Transition Area	Area of Moderate Risk - Area III
Aircraft Operational Considerations	Area where aircraft would be in the landing/take-off generalized pattern and would be applying or reducing power	Aircraft turning, applying/reducing power	This area is where aircraft are most likely to be maneuvering
Safety Concerns	Aircraft ascending, descending, turning, and changing power settings when landing at or taking off from the airport	Landing, takeoff, and noise	Flight paths and aircraft noise
Not Permitted	Public and private schools, institutional, places of assembly, and hazardous material facilities	--	--
Permitted Uses	Industrial; agriculture; minimum residential lot size of 2-1/2 acres or greater	Commercial; industrial; manufacturing; agriculture	Wide range of uses are permitted
Discretionary Uses	Commercial	Residential (limited to not more than 20 dwelling units per acre, all multiple family dwelling units shall be subject to a discretionary review); institutional; places of assembly; public and private schools; hazardous materials facilities	Structures over 35 feet or two stories, whichever is greater; institutional; places of assembly; hazardous materials; public and private schools
Height Restriction	Structures limited to 35 feet or two stories in height (whichever is less)		

Source: Airport Compatibility Analysis, Appendix H.

Project consistency with the guidance presented in the 1992 ALUP is summarized in Table 4.7-2. As shown in the table, mitigation and discretionary review by the Airport Land Use Commission are required. Because discretionary approval is required for the density proposed within TR 35394, this is a potentially significant impact.



Source: The Jones Payne Group, City of Hemet-Ryan Airport, USGS, & Hemet-Ryan Airport Comprehensive Airport Land Use Plan (1992).

Not To Scale

Michael Brandman Associates

22660014 • 12/2007 | 4.7-1_relative_risk_areas.mxd

Exhibit 4.7-1
Relative Risk Areas for Hemet-Ryan Airport

RANCHO DIAMANTE
EIR PHASE II

Table 4.7-2: Project Consistency with 1992 Airport Land Use Plan

Relative Risk Area Quality	TR 35392	TR 35393	TR 35394
Risk Area	Area III	Area III, Transition Area	Area II, Transition Area
Density	**No mitigation required.** There are no residential density restrictions for Area III.	**No mitigation required.** The density proposed within this tract is less than 20 dwelling units per acre; therefore, no mitigation or discretionary review is needed.	**Discretionary review required; potentially significant.** Area II indicates that the minimum residential lot is 2.5 acres or greater. However, residential lots of 5,000 and 6,000 square feet are proposed in that area.
Permitted Uses	**Mitigation required.** Mitigation is suggested to indicate that discretionary uses require Commission approval.	**No mitigation required.**	**Mitigation required.** TR 35394 is within Area II, which prohibits schools, institutional uses, places of assembly, and hazardous materials facilities. Though these uses are not proposed within this tract, mitigation that prohibits those uses is suggested.
Height Restriction	**Mitigation required.** The height of the proposed uses is currently unknown. Mitigation is suggested that restricts the height in the project area.		

Notes: TR = tentative tract map
Source: Airport Compatibility Analysis, Appendix H.

There are additional measures to decrease the risk associated with the Hemet-Ryan Airport, which are included below.

Level of Significance Before Mitigation

Potentially significant.

Mitigation Measures

HHM-5a The following uses shall be prohibited from Tentative Tract Map 35394: public or private children's schools, places of assembly (i.e., auditorium, theatre, recreation facility, shopping mall, restaurant, clubhouse, arena, stadium, circus, major retail outlets, funeral homes, bowling alleys, banks, professional office buildings, or labor intensive industrial operations), institutional uses (i.e., church, motel, hospital, nursing home, health facility, clinic, care home, convalescent facility, or day care).

HHM-5b The following uses, if proposed within Tentative Tract Maps 35392 or 35393, shall require discretionary approval by the Riverside County Airport Land Use Commission: public or private children's schools, places of assembly (i.e., auditorium, theatre, recreation facility, shopping mall, restaurant, clubhouse, arena, stadium, circus, major retail outlets, funeral homes, bowling alleys, banks,

professional office buildings, or labor intensive industrial operations), institutional uses (i.e., church, motel, hospital, nursing home, health facility, clinic, care home, convalescent facility, or daycare).

HHM-5c The project applicant shall obtain discretionary approval for the density proposed in Tentative Tract Map 35394 by the Riverside County Airport Land Use Commission.

HHM-5d Prior to the issuance of building permits, the developer shall record Avigation Easements covering the entire parcels proposed for development to the County of Riverside as owner-operator of the Hemet-Ryan Airport. The Avigation Easement shall be filed with the Riverside County Clerk. Evidence of the filing shall be submitted to the City of Hemet.

HHM-5e A "Notice of Airport Vicinity" shall be distributed to all potential home buyers within the project site. The Notice shall also be distributed within the disclosure section of the purchase agreement for each home.

HHM-5f Height limits within the project shall be restricted to 35 feet or two stories, whichever is less.

HHM-5g Any outdoor lighting installed shall be hooded and shielded to prevent either the spillage of lumens or reflection into the sky. All lighting plans should be reviewed and approved by the airport manager prior to approval.

HHM5h The developer shall complete the Federal Aviation Administration Form 7460 and provide documentation to the City of Hemet that the form was submitted.

HHM-5i The following uses shall be prohibited from the project site:

- Hazardous material facilities;
- Hazardous uses (e.g., aboveground storage tanks);
- Outdoor stadiums;
- Any use which would direct a steady 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 the Hemet-Ryan Airport, other than an FAA-approved navigational signal light or visual approach slope indicator;
- Any use which would cause sunlight to be reflected toward an aircraft engaged in initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport;

- Any use which would generate smoke or vapor or which could attract large concentrations of birds, or which may otherwise affect safe air navigation within the area;
- Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

Level of Significance After Mitigation
Significant and unavoidable.

Compatibility with California Airport Land Use Planning Handbook without Runway Extension

The Hemet-Ryan Airport runway may be extended in the future. Therefore, three analyses are conducted: without the runway extension; with an extension to 6,000 feet; and with an extension to 5,300 feet.

The purpose of the California Airport Land Use Planning Handbook (Handbook 2002) is to "support and amplify the article of the State Aeronautics Act (California Public Utilities Code, Section 21670 et seq.) which establishes statewide requirements for the conduct of airport land use compatibility planning" (Handbook 2002). The Handbook specifies six compatibility zones to address concerns in noise, overflight, safety, and airspace protection. Although similar to the Hemet-Ryan Comprehensive ALUP Relative Risk Areas, these six zones provide more detail and greater flexibility in terms of defining risk levels and allowable land uses. The shapes of the zones are based on accident data in the Handbook (Handbook 2002). The compatibility zones are as follows:

- Zone 1: Runway protection zone;
- Zone 2: Inner approach/departure zone;
- Zone 3: Inner turning zone;
- Zone 4: Outer approach/departure zone;
- Zone 5: Sideline zone; and
- Zone 6: Traffic pattern zone.

The probability of an aircraft incident causing damage or injury to buildings or persons on the ground is extremely small, but of great concern. Chapter 8 of the Handbook provides detailed data on typical aviation incidents associated with an airport of this type and size. Data on incidents are generalized and not specific to any one airport, including the Hemet-Ryan Airport. An incident is not necessarily an accident involving aircraft, but includes all mishaps associated with aircraft operations from: 1) minor variations in altitude and deviations from planned flight tracks; 2) non-life threatening, onboard operational miscues; as well as 3) actual aircraft accidents. The historical spatial distribution of aircraft accidents for various categories of runways is the primary basis for delineation of safety compatibility zones. The spatial distribution indicates where accidents are most likely to occur when they occur (Handbook 2002). Therefore, accident potential for the project can be assessed by determining if the project complies with the Handbook's Compatibility Zones.

The Hemet-Ryan Airport runway without the runway extension is 4,315 feet. The compatibility zones for an airport of that size are displayed in Exhibit 4.7-2. As shown in Exhibit 4.7-2, the project

is located within Zone 6. In Zone 6, there is generally a low likelihood of accident occurrence at most airports. The risk concern is primarily with uses for which potential consequences are severe. The Zone includes all other portions of regular traffic patterns and entry routes. There is also a small part of the project within Zone 3, the inner turning zone. However, there is open space proposed with the portion of the project that is within Zone 3. According to the Handbook, open space is consistent with the qualities of Zone 3.

Table 4.7-3 displays consistency with the basic compatibility qualities of Zone 6. As shown in the table, with mitigation, the project is consistent with the compatibility qualities.

Table 4.7-3: Airport Compatibility Zone 6 Basic Compatibility Qualities

Basic Compatibility Qualities: Traffic Pattern Zone 6	Project Consistency
Allow residential uses and most nonresidential uses	Consistent.
Prohibit outdoor stadiums and similar uses with very high intensities	Consistent. The project is not proposing these uses.
Avoid children's schools, large day care centers, hospitals, nursing homes	Consistent. The project is not proposing these uses.
Maximum residential density: no limit	Consistent.
Open land: 10 percent usable open land or an open area approximately ever 0.25 to 0.5 miles should be provided.	Consistent. The project has approximately 16 percent open land.
Prohibit = Use should not be permitted under any circumstances. Avoid = Use generally should not be permitted unless no feasible alternative is available. Source: Airport Compatibility Analysis, Appendix H.	

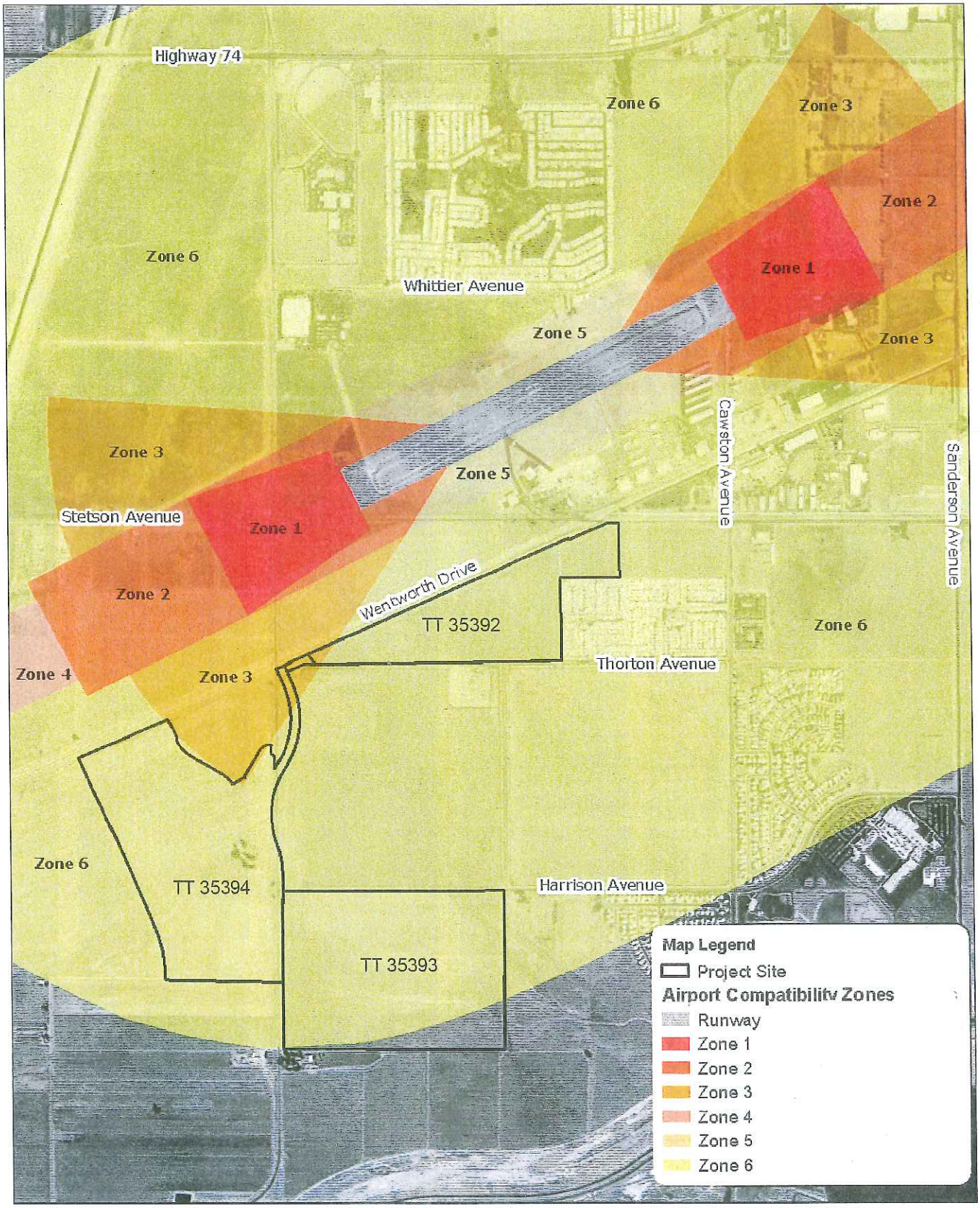
Level of Significance before Mitigation

Less than significant.

Compatibility with Runway Extension to 6,000 feet

It is currently unknown if the Hemet-Ryan Airport runway will be extended. For purposes of this analysis a 6,000-foot extension is assumed for a worse-case scenario. The City of Hemet provided compatibility zones for the runway extension and indicated that the map is the map being used by the City for its General Plan Update and should consider it adequate for this analysis. The map provided by the City was digitized by MBA and is presented in Exhibit 4.7-3.

As shown in Exhibit 4.7-3, the project is primarily located within the Traffic Pattern Zone, also known as Zone 6. There are approximately 4.8 acres of TTM 35394 within the Inner Turning Zone, also known as Zone 3, which are currently planned for residences. The inner turning zone encompasses locations where aircraft are typically turning from the base to final approach legs of the standard traffic pattern altitude. The zone also includes the area where departing aircraft normally complete the transition from takeoff power and flap settings to a climb mode and have begun to turn to their en route heading.



Source: The Jones Payne Group, City of Hemet-Ryan Airport, USGS, & Caltrans Airport Land Use Planning Handbook.

NORTH

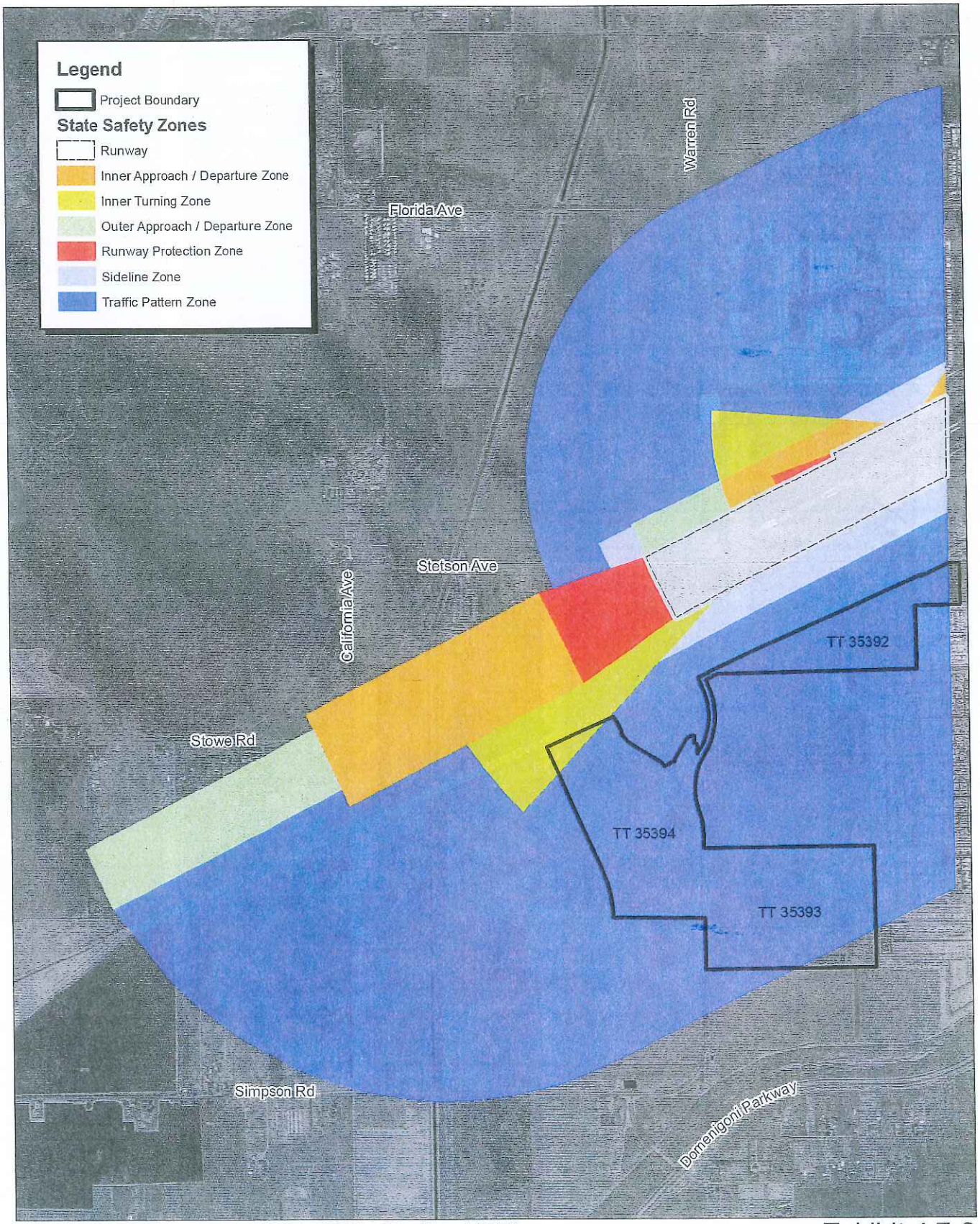
Not To Scale

Michael Brandman Associates

22660014 • 12/2007 | 4.7-2_compatibility_zones.mxd

Exhibit 4.7-2
Compatibility Zones without Runway Extension

RANCHO DIAMANTE
EIR PHASE II



Source: National Agriculture Imagery Program (2005) & City of Hemet (2007).

Michael Brandman Associates

NORTH

2,000 1,000 0 2,000 Feet

Exhibit 4.7-3
Compatibility Zones with Runway Extension

2266.0014 • 12/2007 | 4.7-3_compatibility_runway.mxd

RANCHO DIAMANTE
EIR PHASE II

As shown in Table 4.7-3, the project is consistent with the qualities of Zone 6. Project consistency with the qualities of the inner turning zone is displayed in Table 4.7-4.

Table 4.7-4: Airport Compatibility Zone 3 Basic Compatibility Qualities

Basic Compatibility Qualities: Inner Turning Zone 3	Project Consistency
Limit residential uses to very low densities (if not deemed unacceptable because of noise)	The project would be consistent if it meets the density restrictions (see analysis below).
Avoid nonresidential uses having moderate or higher usage intensities	Consistent with mitigation.
Prohibit children's schools, large day care centers, hospitals, nursing homes	The project is not proposing any of those uses in this zone; however, mitigation prohibits those uses within TR 35394.
Avoid hazardous uses (e.g. aboveground bulk fuel storage)	Consistent with mitigation.
Limit = Use is acceptable only if density/intensity restrictions are met. Prohibit = Use should not be permitted under any circumstances. Avoid = Use generally should not be permitted unless no feasible alternative is available. Source: Airport Compatibility Analysis, Appendix H.	

Table 9C of the Handbook contains safety compatibility criteria guidelines for residential density. The maximum residential density within the inner turning zone for suburban areas is one dwelling unit per 2 to 5 acres. The proposed project is proposing higher density within the inner turning zone; therefore, what is proposed is not consistent with the California Handbook and results in a potential significant impact. Mitigation ensures consistency with this requirement.

Level of Significance before Mitigation

Potentially significant.

Mitigation Measures

HHM-5j There are 4.8 acres within Tentative Tract Map 35394 in the Inner Turning Zone near the northwestern corner that shall be designated with a land use consistent with the California Airport Land Use Planning Handbook unless the plan for extension of the Hemet-Ryan Airport is modified prior to the issuance of building permits. If the plan for the extension of the Hemet-Ryan Airport is modified prior to the issuance of building permits, a subsequent analysis shall be conducted to ensure that the project is consistent with the new zone designations.

Level of Significance after Mitigation

Less than significant.

4.8 - Hydrology and Water Quality

4.8.1 - Introduction

This section describes the existing setting regarding hydrology and water quality potential effects from project implementation on the site and its surrounding area. Descriptions and analysis in this section are based on information contained in the *Phase I Environmental Site Assessment, City of Hemet, Riverside County, California*, IWS Environmental, May 2007 (Appendix H); *Preliminary Drainage Report for Rancho Diamante Planned Community (Phase II) TTM 32392*, Stantec, July 2007 (Appendix J); *Preliminary Drainage Report for Rancho Diamante Planned Community (Phase II) TTM 35393*, Stantec, July 2007 (Appendix K); *Preliminary Drainage Report for Rancho Diamante Planned Community (Phase II) TTM 35394*, Stantec, July 2007 (Appendix L); *Preliminary Water Quality Management Plan for Rancho Diamante Planner Community (Phase II) TTM 35392,* Stantec, November 2007 (Appendix M); and *Preliminary Water Quality Management Plan for Rancho Diamante Planner Community (Phase II) TTM 35393* (Appendix N) and *Preliminary Water Quality Management Plan for Rancho Diamante Planner Community (Phase II) TTM 35394* (Appendix O), Stantec, November 2007.

4.8.2 - Existing Conditions

Existing Hydrology

The project consists of three (3) TTMs—35392, 35393 and 35394. Three separate hydrology reports were prepared and used for the purposes of this analysis. Each of the TTMs has its own unique hydrology characteristics and are discussed individually in this analysis for clarity purposes where appropriate.

TTM 35392

The site is relatively flat. The eastern portion of the site, north of the existing Mountain Shadows Mobile Home Park, collects drainage from the existing recreational vehicle park, and slopes northerly toward the Hemet Channel. The portion of the site to the east of Fisher Street, and north of Thorton Avenue, slopes southerly toward Thorton Avenue and the Thorton Channel (City of Hemet Line 3A). The westerly portion of the site, west of Fisher Street and north of the Phase 1 extension of Thorton Avenue, slopes southerly toward the Phase 1 extension of Thorton Channel.

TTM 35393

The site is relatively flat and slopes westerly toward Old Warren Road. Offsite flows from Phase 1 of Rancho Diamante (TTMs 31807 and 31808) north of Mustang Way contribute drainage to the project from development currently under construction. Also included in this drainage are flows from existing development (Parcel Map 26313), east of Fisher Street and north of Mustang Way. The surface flows from these developments are conveyed under Mustang Way via a box culvert. From there, the flow is transported southwesterly to Old Warren Road via an interim trapezoidal channel.

The accumulated flow is then conveyed under Old Warren Road via a box culvert then directed to a grass-lined channel to a detention basin in the southwest corner of the Rancho Diamante project area.

TTM 35394

The site is relatively flat and slopes southerly and southwesterly from the proposed intersection of New Warren Road and New Stetson Road toward the extension of the City of Hemet's Line 3B channel. Line 3B conveys flows from east of Old Warren Road via a box culvert along with offsite areas east of Fischer Street. In addition, Line 3B also accepts flows from the area west of Old Warren Road. The accumulated flow is then conveyed to a detention basin located in the southwest corner of the Rancho Diamante project area.

Flood Plain

TTM 35392

According to the most recent Flood Insurance Map (FIRM) contained in the Drainage Report prepared by Stantec, the site is partially located within Flood Zone AE, which is a 100-year flood zone designation (1% chance of being equaled or exceeded during a given year). The AE Zone requires mandatory flood insurance. The Zone AE area is located adjacent to the Hemet Storm Channel. The remainder of the site is located outside the 100-year flood zone within Zone X (500-year flood zone).

TTM 35393

According to the most recent Flood Insurance Map (FIRM) contained in the Drainage Report prepared by Stantec, the site is located within Zone X (500-year flood zone).

TTM 35394

According to the most recent Flood Insurance Map (FIRM) contained in the Drainage Report prepared by Stantec, the site is located within Zone X (500-year flood zone).

Water Quality

The State Water Resources Control Board (SWRCB) and the nine RWQCBs are responsible for the protection and enhancement of the quality of waters within the State of California. The SWRCB sets statewide policy and, together with the RWQCBs, implements state and federal laws and regulations. Each of the nine Regional Boards adopts a Water Quality Control Plan, or Basin Plan, that describes beneficial uses of the region's ground and surface waters, and local water quality conditions and problems.

The proposed project (TTMs 35392, 35393, 35394) is within the jurisdiction of the Santa Ana Regional Water Quality Control Board (SARWQCB). The Santa Ana Region includes the upper and lower Santa Ana River watersheds, the San Jacinto River watershed, and several other small drainage areas. The Santa Ana Region covers parts of southwestern San Bernardino County, western

Riverside County, and northwestern Orange County (SARWQCB, 1995). The proposed project drains to Hemet Channel, which is on Salt Creek and ultimately flows to the Railroad Canyon Reservoir.

The Basin Plan for the Santa Ana Region is the basis for the Regional Board's regulatory programs. The Basin Plan designates beneficial uses for surface and ground waters, sets narrative and numerical objective that must be attained (or maintained) to protect the designated beneficial uses and describes implementation programs to protect waters in the region. There are five beneficial uses for Salt Creek: Municipal and Domestic Supply, Water Contact Recreation, Non-contact Recreation, Warm Freshwater Habitat, and Wildlife Habitat.

The Municipal and Domestic Supply beneficial use is considered to be specifically excepted from the Municipal and Domestic Supply designation in accordance with the criteria specified in the "Sources of Drinking Water Policy." All other designations are considered intermittent beneficial uses as the Creek is an intermittent creek.

Groundwater

The groundwater in the area occurs in the 235-square-mile San Jacinto Ground Water Basin, Riverside County (California Department of Water Resources (CDWR), Basin No. 8-5, 1975). The ground water is further divided by sub-basins of which the subject property is located within the Hemet Sub-Basin (Eastern Municipal Water District [EMWD], 2000a).

Groundwater near the subject site is considered deep. Depth to ground water information obtained from the Phase I Site Assessment prepared by IWS Environmental for the project indicated that the depth to ground water in several wells in the area is approximately 100 to 120 feet below surface grade. The Geotechnical Report prepared by Leighton and Associates for the project anticipated groundwater could be encountered at depths of 300 feet.

4.8.3 - Regulatory Framework

Federal

Clean Water Act

Section 303 of the Clean Water Act (CWA) requires states to adopt water quality standards for all surface waters of the U.S. Water quality standards are typically numeric, although narrative criteria based upon biomonitoring methods may be employed where numerical standards cannot be established or where they are needed to supplement numerical standards. Standards are based on the designated beneficial use) s) of the water body. Where multiple uses exist, water quality standards must protect the most sensitive use.

Section 402 of the Federal Clean Water Act mandates that certain types of construction activity comply with the requirements of Environmental Protection Agency's NPDES stormwater program. Construction activities that disturb one or more acres of land must obtain coverage under the NPDES

general construction activity storm water permit, which is issued by Santa Ana Regional Water Quality Control Board (RWQCB). Obtaining coverage under the NPDES general construction activity storm water permit generally requires that the project applicant complete the following steps:

- File a Notice of Intent with RWQCB that describes the proposed construction activity before construction begins;
- Prepare a Storm Water Pollution Prevention Plan (SWPPP) that describes Best Management Practices (BMP's) that will be implemented to control accelerated erosion, sedimentation, and other pollutants during and after project construction; and
- File a notice of termination with RWQCB when construction is complete and the construction area has been permanently stabilized.

National Flood Insurance Program

The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program (NFIP) to provide subsidized flood insurance to communities complying with FEMA regulations that limit development in floodplains. FEMA issues flood insurance rate maps for communities participating in the National Flood Insurance Program (NFIP). These maps delineate flood hazard zones in the community. Executive Order 11988 (Floodplain Management) addresses floodplain issues related to public safety l, conservation, and economics. It requires:

- Avoidance of incompatible floodplain development;
- Consistency with the standards and criteria of the NFIP; and
- Restoration and preservation of the natural and beneficial floodplain values.

State

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act of 1969, which became Division 7 of the California Water Code, authorized the State Water Resources Control Board (SWRCB) to provide comprehensive protection for California's waters through allocation and water quality protection. The SWRCB implements the requirement of the CWA Section 303, indicating that water quality standards have to be set for certain waters by adopting water quality control plans under the Porter-Cologne Act. The Porter-Cologne Act established the responsibilities and authorities of the nine RWQCB's which include preparing water quality plans for areas in the region, identifying water quality objectives and Waste Discharge Requirements (WDRs). Water quality objectives are defined as limits or levels of water quality constituents and characteristics established for reasonable protection of beneficial uses or prevention of nuisance. The Porter-Cologne Act was later amended to provide the authority delegated from the EPA to issue NPDES permits regulating discharges to surface waters of the United States.

Santa Ana Regional Water Quality Control Board

The SARWQCB regulates state water quality standards in the City of Hemet. Beneficial uses and water quality objectives for surface water and groundwater resources in the project area are established in the water quality control plans of each RWQCB and mandated by the state Porter-Cologne Act and CWA. The RWQCBs also implement the CCWA Section 303(d) total maximum daily load (TMDL) process, which consists of identifying candidate water bodies where water quality is impaired by the presence of pollutants. The TMDL process is implemented to determine the assimilative capacity of the water body for the pollutants of concern and to establish equitable allocation of the allowable pollutant loading within the watershed. CWA Section 401 requires an applicant pursuing a federal permit to conduct any activity that may result in a discharge of a pollutant to obtain a water quality certification (or waiver) from the applicable RWQCB.

The RWQCB's primarily implement basin plan policies through issuing waste discharge requirements for waste discharges to land and water. The RWQCBs are also responsible for administering the NPDES permit program, which is designed to manage and monitor point and non-point source pollution. NPDES stormwater permits for general construction activity are required for projects that disturb more than one acre of land. Municipal NPDES stormwater permits are required for urban areas with populations greater than 100,000. In addition, projects that involve Caltrans are required to comply with the Caltrans statewide NPDES permit and its associated storm water management plan (SEMP). Caltrans implements the SEMP in coordination with the RWQCBs.

Local

During project review, approval and permitting, the City requires new developments projects to address the quality and quantity of stormwater runoff through the incorporation of permanent (post-construction) BMPs in project design.

NOP Comments

During the NOP review period, no comments were received in regard to hydrology and water quality.

4.8.4 - Thresholds of Significance

According to the CEQA Guidelines' Appendix G, Environmental Checklist, to determine whether hazards and hazardous materials are significant environmental effects, the following questions are analyzed and evaluated:

a) Violate any water quality standards or waste discharge requirements?

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

f) Otherwise substantially degrade water quality?

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

j) Inundation by seiche, tsunami, or mudflow?

4.8.5 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the development of the project and provides mitigation measures where appropriate.

Water Quality Standards and Requirements

Impact HWQ-1	**Violate any water quality standards or waste discharge requirements? [CEQA Hydrology / Water Quality Threshold 8(a)]**

Impact Analysis

The proposed project could result in adverse short-term construction related impacts to surface water quality. Grading and construction within the site will expose ground surfaces and increase the potential for erosion and the offsite transport of sediment in stormwater runoff. Additionally, the use of heavy equipment, machinery, and other materials during construction could result in adverse water quality impacts if spills come into contact with stormwater and polluted runoff enters downstream receiving waters. Conversion of the project site from an undeveloped condition to residential development would increase the pollutant load to surface runoff flowing through or originating from the site. The urban runoff pollutant load typically includes minor amounts of oil and grease, pesticides and herbicides, dust debris, litter, lawn clippings, animal waste, and other organic matter.

According to the Preliminary Water Quality Management Plans prepared for TTMs 35392, 35393 and 35394, the project has the potential to discharge the following Pollutants of Concern into the downstream waters of Salt Creek, Canyon Lake, San Jacinto River (Reach 1) and Lake Elsionore; sediment/turbidity, nutrients, oxygen demanding substances, and pathogens (bacteria/viruses).

Level of Significance Before Mitigation

Potentially significant.

Mitigation Measures

The following mitigation measures will reduce potential impacts to water quality.

HWQ-1a Prior to the issuance of a grading permit for each phase of development, a final WQMP shall be approved by the City Public Works Department. The WQMP shall include the Site Design BMPs contained in Table 5 of the *Preliminary Water Quality Management Plan* prepared for the project (Stantec 2007a,b,c).

HWQ-1b Prior to the issuance of a grading permit for each phase of development, a final WQMP shall be approved by the City Public Works Department. The WQMP shall include the Source Control BMPs contained in Table 9 of the *Preliminary Water Quality Management Plan* prepared for the project (Stantec 2007a,b,c). The BMPs are intended to minimize urban runoff, minimize impervious footprint, conserve natural areas, and minimize directly connected impervious areas.

HWQ-1c Prior to the issuance of a grading permit for TTM 35392, a final WQMP shall be approved by the City Public Works Department. The WQMP shall include Treatment Control BMPs, which utilize infiltration basins at each of the six (6) discharge drainage basins A-F as identified in the Preliminary Drainage Report for TTM 32392 (Stantec 2007d). The developers engineer shall complete the final design identifying appropriate design details to the satisfaction of the City Engineer.

HWQ-1d Prior to the issuance of a grading permit for TTM 35393, a final WQMP shall be approved by the City Public Works Department. The WQMP shall include the Treatment Control BMPs, which utilize an infiltration basin. The developers engineer shall complete the final design identifying appropriate design details to the satisfaction of the City Engineer.

HWQ-1e Prior to the issuance of a grading permit for TTM 35394, a final WQMP shall be approved by the City Public Works Department. The WQMP shall include the Treatment Control BMPs, which utilize an infiltration basin. The developers engineer shall complete the final design identifying appropriate design details to the satisfaction of the City Engineer.

Level of Significance After Mitigation

Less than significant.

Groundwater Supplies and Recharge

Impact HWQ-2	**Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?** **[CEQA Hydrology / Water Quality Threshold 8(b)]**

Impact Analysis

EMWD supplies the project area with water. According to EMWD's *Hemet/San Jacinto Water Area Management Plan Report 2006,* groundwater was the primary source of water supply in the City of Hemet, constituting nearly 85 percent of the supply. The City of Hemet's *Urban Water Management Plan 2005* (UWMP) was used to forecast water demand projections used by EMWD for the project area and surrounding region. EMWD indicates that with the continued practice of water use efficiency, recharging of the Canyon Basin, and the increased use of recycled water (all mandatory requirements of the Hemet UWMP), water supplies to the project area are forecast to be available through Year 2025 and beyond (from both groundwater and imported water). Therefore, the project will not substantially deplete groundwater supplies.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant.

Drainage Pattern: Erosion or Siltation

Impact HWQ-3	**Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?** **[CEQA Hydrology / Water Quality Threshold 8(c)]**

Impact Analysis

The project proposes to use paseo swales and storm drain improvements to accommodate drainage from development of the project. Drainage flows will be conveyed to improved drainage facilities (Hemet Channel, Thorton Channel). There are no existing streams or rivers in the project area, which

will be altered. Therefore, impacts associated with the alteration of drainage patterns resulting in erosion or siltation are less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant.

Drainage Pattern: Flooding

Impact HWQ-4	**Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?**
	[CEQA Hydrology / Water Quality Threshold 8(d)]

Impact Analysis

TTM 35392

TTM 35392 proposes five (5) drainage areas described as follows:

- **Drainage Area A:** Located at the northeasterly portion of site. The proposed storm drain at the northeasterly portion of Stetson Avenue will collect flows from Drainage Area A as well as the Mountain Shadows Mobile Home Park. These flows will be discharged to the Hemet Channel to the north.
- **Drainage Area B:** Located in the vicinity of the north end of Fisher Street. The proposed storm drain at the north end of Fisher Street will collect flows from Drainage Area B. These flows will be discharged to the Hemet Channel to the north.
- **Drainage Area C:** Located at the southeasterly portion of the site. The proposed storm drain at the at the southeasterly portion of the site, adjacent to Thorton Avenue, will collect flows from Drainage Area C, along with flows from existing Thorton Avenue. These flows will be discharged to the Thorton Channel to the east of Fisher Street. From there, the flows will be conveyed to the impoundment area at the southwest intersection of Fisher Street and Thorton Avenue
- **Drainage Area D:** Located on the west side of Fischer Street, south of New Stetson Avenue. The proposed storm drain in the proposed cul-de-sac west of Fisher Street will collect flows from Drainage Area D. From there, the flows will be conveyed to the impoundment area at the southwest intersection of Fisher Street and Thorton Avenue via a proposed storm drainpipe.

- **Drainage Area E:** Located at the proposed extension of Thorton Street, west of Fisher Street. Proposed catch basins will collect flows from Drainage Area E and ultimately conveyed to the Thorton Channel.
- **Drainage Area F:** Located on the westerly portion of the site. Flows from Drainage Area F will be collected in a proposed catch basin in the proposed cul-de-sac at the western most portion of the site and be conveyed to the Thorton Channel.

TTM 35393

TTM 35393 includes turf-lined paseo swales generally located in an east-west direction in the center of the site and in a north-south direction in the northwestern portion of the site. The paseo widths and side slopes will vary to create a gently meandering channel through the paseo. Ultimately, flows from TTM 35393 will be conveyed into an earthen channel (Line 3B) to the existing detention basin at the southwesterly portion of the Rancho Diamante project site.

TTM 35394

TTM 35394 includes a turf-lined paseos swales generally located in an east-west direction in the center of the site. The paseo widths and side slopes will vary to create a gently meandering channel through the paseo. Ultimately, flows from TTM 35394 will be conveyed into an earthen channel (Line 3B) to the existing detention basin at the southwesterly portion of the Rancho Diamante project site.

Level of Significance Before Mitigation

Potentially significant.

Mitigation Measures

HWQ-1f Prior to the issuance of building permits, the developer shall coordinate the design and obtain approval of all flood control and storm drain structures from the City Public Works Department as identified in the project's preliminary hydrology studies (Stantec 2007x). These improvements shall be implemented to the satisfaction of the City Engineer,

HWQ-1g Prior to the issuance of a building permit, the developer shall obtain the following permits or approvals relative to any modifications to onsite drainage channels: 1) CDFG, 1601 Streambed Alteration Agreement; 2) State Water Resources Control Board, CWA Section 401 Water Quality Certification; 3) USACE, CWA Section 404 Permit; 4) State Water Regional Control Board Construction Permit.

Level of Significance After Mitigation

Less than significant.

Runoff Water and Drainage Systems

Impact HWQ-5	**Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?** **[CEQA Hydrology / Water Quality Threshold 8(e)]**

Impact Analysis

Conversion of the project site from an undeveloped condition to residential development would increase the pollutant load to surface runoff flowing through or originating from the site. The urban runoff pollutant load typically includes minor amounts of oil and grease, pesticides and herbicides, dust debris, litter, lawn clippings, animal waste, and other organic matter. The majority of stormwater collected onsite for TTM 35393 and 35394 would be directed to the Paseo swales through gutters and cross-gutters at intersections within the project site to remove trash and debris. The open Paseo would allow the water flow to slow down and particles to settle out. The open Paseo system would be vegetated to allow biological uptake of any urban pollutants prior to discharge. The drainage system as designed has adequate capacity to accommodate the expected flows. In addition, the "paseo" design feature would reduce the level of pollutants in project runoff to less than significant.

Stormwater for TTM 35392 that is collected onsite will be conveyed through a system of storm drains to the Hemet Channel to the north, the Thorton Channel to the south, or the impoundment area located at the southwest corner of Fisher Street and Thorton Avenue. The storm drain system is designed to accommodate the anticipated drainage flows from the project. In addition, in conjunction with NPDES requirements, the level of pollutants in project runoff to less than significant.

In addition, please see Analysis under Impact HWQ-1 and Impact HWQ-4 above.

Level of Significance Before Mitigation

Potentially significant.

Mitigation Measures

Please see Mitigation Measures HWQ-1e above.

Level of Significance After Mitigation

Less than significant.

Water Quality

Impact HWQ-6	**Otherwise substantially degrade water quality?** **[CEQA Hydrology / Water Quality Threshold 8(f)]**

Impact Analysis

Implementation of the project will incrementally alter the composition of surface runoff presently entering local drainages. Runoff is presently limited to natural sediments from onsite soils. Development of the 213.8-acre site will increase the amount of sediment, suspended debris, chemicals associated with landscape maintenance (e.g., fertilizers, herbicides, etc.) in local drainages. The impact to local drainages is potentially significant.

The City of Hemet has adopted a set of BMPs designed to control discharges from surface runoff that could adversely impact water quality. The NPDES and SWPPP are required to be incorporated into construction and operational activities of the project. These measures are mandatory in order to reduce impacts to water quality to less than significant levels.

Level of Significance Before Mitigation

Potentially significant.

Mitigation Measures

See Mitigation Measures HWQ-1a through HWQ-1g above.

Level of Significance After Mitigation

Less than significant.

Housing Placement: Flood Hazard Area

Impact HWQ-7	**Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?** **[CEQA Hydrology / Water Quality Threshold 8(g)]**

Impact Analysis

A small portion TTM 35392 is located within a 100-year flood zone (Zone AE) along the Hemet Channel. The remainder of TTM 35392 as well as TTM 35393 and TTM 35394 are located outside the 100-year flood zone. With the construction of New Stetson Avenue, the portion of TTM 35392 will be removed from the 100-year flood zone. Therefore, the project will not place any housing within a 100-year flood zone

Level of Significance Before Mitigation

Potentially significant.

Mitigation Measures

HWQ-7a The project applicant shall submit to FEMA an application to revise the FIRM to remove the portion of TTM 35392 from the 100-year flood hazard area shown on the map. The revised FIRM for the City of Hemet showing that the project site is not within the 100-year flood hazard area shall be completed prior to granting building permits for the proposed project.

Level of Significance After Mitigation

Less than significant.

Structures: Flood Hazard Area

Impact HWQ-8	**Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?** **[CEQA Hydrology / Water Quality Threshold 8(h)]**

Impact Analysis

The project involves the construction of housing and related infrastructure improvements (streets, sewer lines, water lines, storm drains etc.). None of these structures would impede or redirect flood flows. Because of the project is designed to channel peak 100-year flood flows, the project will not create a significant impact to flooding. Please see Analysis in HWQ-7 above

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant.

Flooding

Impact HWQ-9	**Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?** **[CEQA Hydrology / Water Quality Threshold 8(i)]**

Impact Analysis

The proposed project is within the inundation area of the Diamond Valley Lake Dam which is one of the largest water storage facilities in California. The dam is approximately 2 miles south of the project site. If the dam were to fail, the project area, and a significant portion of the City of Hemet, would be within the dam failure inundation zone as identified in Figure 10 of the *Riverside County*

Integrated Project, San Jacinto Area Plan. The current General Plan (Hemet 1992) does not map the project area within the dam failure inundation zone; however, the dam was not in place at the time that the 1992 document was drafted.

Although the project site is within the dam flood inundation zone, the Diamond Valley Lake Dam is a relatively new structure (completed in 2000) and has a very low chance of failure due to the technology that is used to build modern dams, including the most current seismic safety requirements. Although the area would be inundated were the dam to fail (i.e., the magnitude of the event), the chances of dam failure are very low, therefore, the project would not experience a significant impact due to dam failure and/or inundation due to its low potential for occurrence.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Seiche, Tsunami, or Mudflow

Impact HWQ-10	**Inundation by seiche, tsunami, or mudflow? [CEQA Hydrology / Water Quality Threshold 8(j)]**

Impact Analysis

A seiche is a large seismic wave generated in an enclosed body of water. Tsunamis are tidal waves generated in large bodies of surface water. The project site is located approximately 4.5+ miles north of Diamond Valley Lake. Given the nature of Diamond Valley Lake (man made, size, type of water body) risks from seiches and tsunamis is not significant. Mudflows or landslides are not anticipated as the site is relatively flat.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant.

4.9 - Land Use and Planning

Introduction

This section describes the existing setting regarding land use and potential effects from project implementation on the site and its surrounding area. Descriptions and analysis in this section are based on information contained in the *Page Ranch Planned Community PCP 79-93* and the *City of Hemet General Plan* (HEM 1992).

4.9.1 - Existing Conditions

Page Ranch Planned Community

The Page Ranch Planned Community Master Plan was adopted in 1979 as part of a special planning study of the southwest area of the City. The Master Plan area covered approximately 1,661 acres and the Planned Community Development (PCD) regulations were developed "to provide a method whereby property may be classified for a variety of land uses governed by a supporting master plan and development standards." The Page Ranch Development Plan establishes the permitted land uses within the community boundaries. The original PCD designated the majority of the land for residential uses. Open space was the second highest designated use and industrial uses were third. The PCD has been amended three times with the most recent amendment approved in 2004.

Current Project Area Land Uses

All three project areas for TTMs 35392, 35393, and 35384 are currently vacant and covered with sparse ruderal vegetation.

The surrounding land uses include an airport, single-family residential, mobile home park, agriculture and vacant land. The Hemet-Ryan Airport is located north of the project site across Stetson Avenue. Single-family residential (Springfield Development) and a mobile home park (Mountain Shadow R.V. Resort) are adjacent to the eastern boundary of the project. Vacant lands and agricultural uses exist to the south and west of the project site (see Exhibit 3-2, *Local Vicinity Aerial Map*).

Current Land Use Designations and Density

According to the City of Hemet General Plan Land Use Map (Revised 11/7/94) and the Page Ranch Community Development Plan, the current land use designations for each of the TTMs are as follows:

Table 4.9-1. Existing and Proposed Land Use Designations

Tentative Tract Map No.	Existing General Plan and Page Ranch Community Master Plan (PRCMP) Land Use Designations	Proposed General Plan 07-08 and Page Ranch Community Master Plan (PRCMP) Land Use Designations
35392	General Plan: Industrial PRCMP: Industrial (M-2)	General Plan: R8-Medium Low Density PRCMP: R-5-Low Medium Density
35393	General Plan: R1 (7.0 dus/ac.) PRCMP: Low-Medium Density (5.0 dus/ac)	General Plan: R8-Medium Low Density PRCMP: Low-Medium Density (5.0 dus/ac)
35394	General Plan: Rural Residential (1.0 to 2.5 dus/ac) PRCMP: Low Density (1.0 to 2.5 dus/ac.) and Industrial	General Plan: R8-Medium Low Density PRCMP: Low-Medium Density (5.0 dus/ac)
Source: City of Hemet General Plan Land Use Map Revised 11/7/94. PRCMP July 2004.		

4.9.2 - Regulatory Framework

City of Hemet General Plan

The City of Hemet General Plan serves as the regulatory document that sets forth the general distribution and intensity of land uses throughout the City and its planning area (Sphere of Influence). All land uses must be consistent with the goals, objectives, and policies of the General Plan.

Page Ranch Planned Community Master Plan (PRCMP)

The PRCMP is a "specific plan" prepared pursuant to Government Code Section 65451. A specific plan implements the goals, objectives, and policies of the General Plan for a specific geographic area and sets forth a framework for development of that area. A specific plan allows for more flexibility than regular zoning regulations that apply citywide. The PRCMP is intended to provide development standards that will result in high quality development and to ensure that the project area is developed in a comprehensive manner.

NOP Comments

During the NOP review period no comments were received in regard to Land Use and Planning.

4.9.3 - Thresholds of Significance

According to the CEQA Guidelines' Appendix G, Environmental Checklist, to determine whether hazards and hazardous materials are significant environmental effects, the following questions are analyzed and evaluated:

a.) Physically divide an established community?

b.) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local

coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

c.) Conflict with any applicable habitat conservation plan or natural communities conservation plan?

4.9.4 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the development of the project and provides mitigation measures where appropriate.

Divide Established Community

Impact LUP-1	**Physically divide an established community? [CEQA Land Use and Planning 9(a)]**

Impact Analysis

The development of TTMs 35392, 35393, and 35394 are contiguous to existing residential development an is a logical extension of the existing development pattern. The project will be connected to surrounding development by a network of streets, pedestrian oriented parkways and sidewalks. Therefore, the proposed project does not divide an established community.

Level of Significance Before Mitigation

Less that significant.

Mitigation Measures

No mitigation required.

Level of Significance After Mitigation

Less than significant.

Conflict with Applicable Plans, Policies, or Regulations

Impact LUP-2	**Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? [CEQA Land Use and Planning 9(b)]**

Impact Analysis

General Plan Amendment

This section evaluates the project relative to selected relevant and applicable City of Hemet General Plan Land Use Element goals and policies (HEM 1992).

The proposed General Plan Amendment (GPA) 07-01 is required to implement the development of the project into residential uses with an average density of 4.3 dwelling units per acre. Currently, the City of Hemet is in the process of updating the 1992 General Plan. Based on the most recent Proposed Land Use Plan, the project area is proposed for Medium Low Density Residential with a maximum density of 8.0 dwelling units per acre (see Exhibit 4.9-1). The project is proposed for an average density of 4.3 dwelling units per acre and is therefore not in conflict with the General Plan Update being considered at this time.

Chapter 1, *Community Development*, of the City's General Plan has a number of Concepts and Strategies to implement the overall Community Vision as it pertains to Land Use and Planning. The most salient of these Concepts and Strategies are summarized as follows:

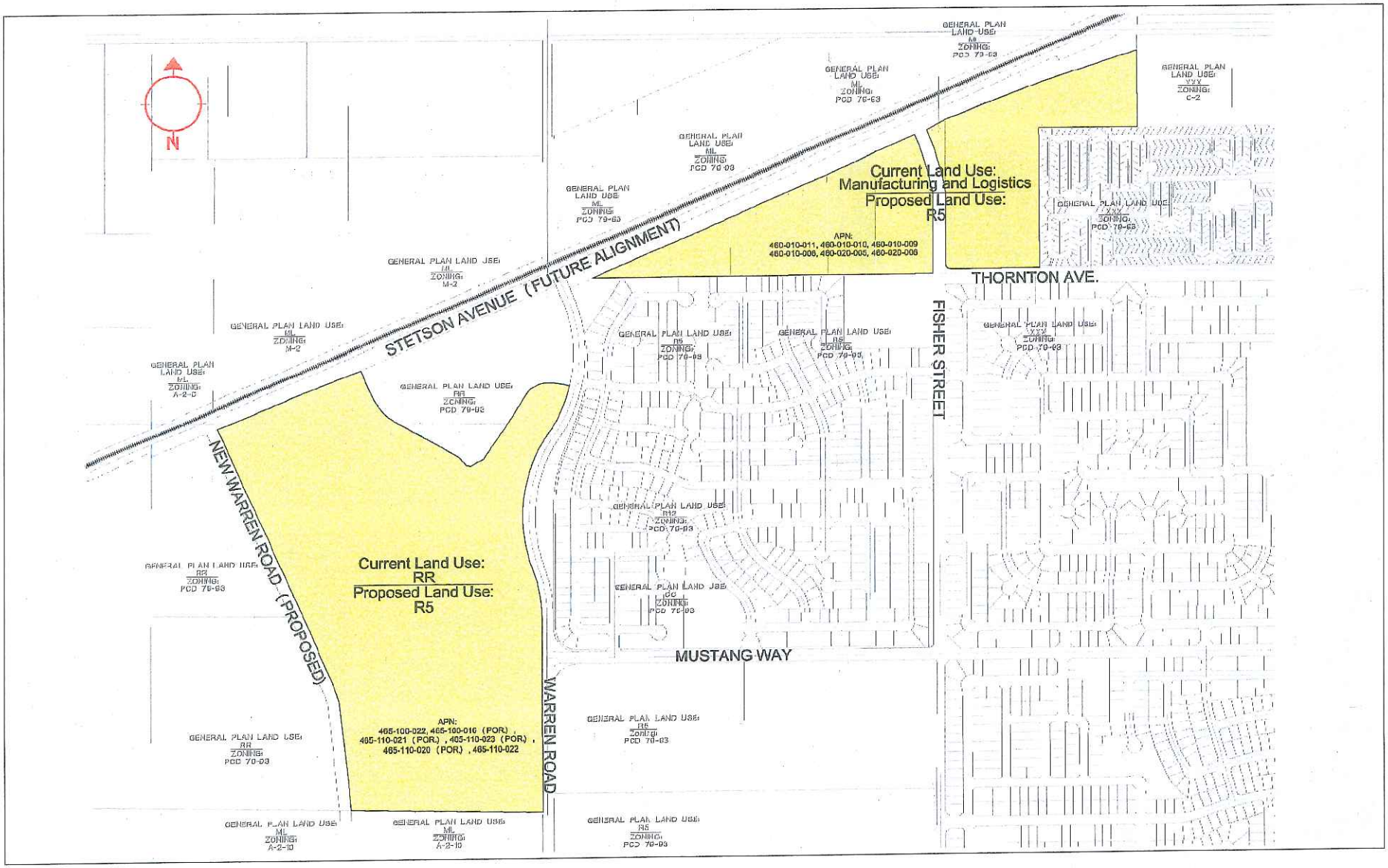
- The General Plan envisions creating at theme to tie together the numerous natural resources and man-made features of the Southwest Hemet area, thereby creating a "sense of place"; and
- Incorporation of open spaces into the fabric of new development.

The proposed project will implement the above described Concepts and Strategies by:

- The project is part of the Rage Ranch Master Plan, which provides for comprehensive development with a "sense of place".
- Open spaces are provided in each tract either through "paseo" systems or open space areas. The total acreage for open space and paseos ranges from 38.8 acres to 43.7 acres depending on whether or not the school site is developed in TTM 35393.
- The "Paseo" system will achieve the following benefits to the community and City:
  - Create an enhanced sense of community;
  - Allow for walkable and bikeable destinations;
  - Reduce vehicle trips and miles traveled; and
  - Provide convenience for the recreation, and educational needs in close proximity to neighborhoods.
- A pedestrian bridge is proposed over Old Warren Road to link TTM 35394 with the community center in the existing Del Webb project. In addition, pedestrian access is provided to the Del Webb project from TTM 35392.

Specific Plan Amendment

Under the current Page Ranch Planned Community Master Plan and Development Standards, the214-acre site may be developed without the Paseo system of landscaped walkways and pocket parks (see Exhibit 4.9-2). By including into the proposed project a Paseo system that links the residential land uses with the active adult community center, pocket parks and community parks, the proposed project is an improvement in the livability and enhances the sense of community from what would be developed under the current Page Ranch Planned Community Master Plan.



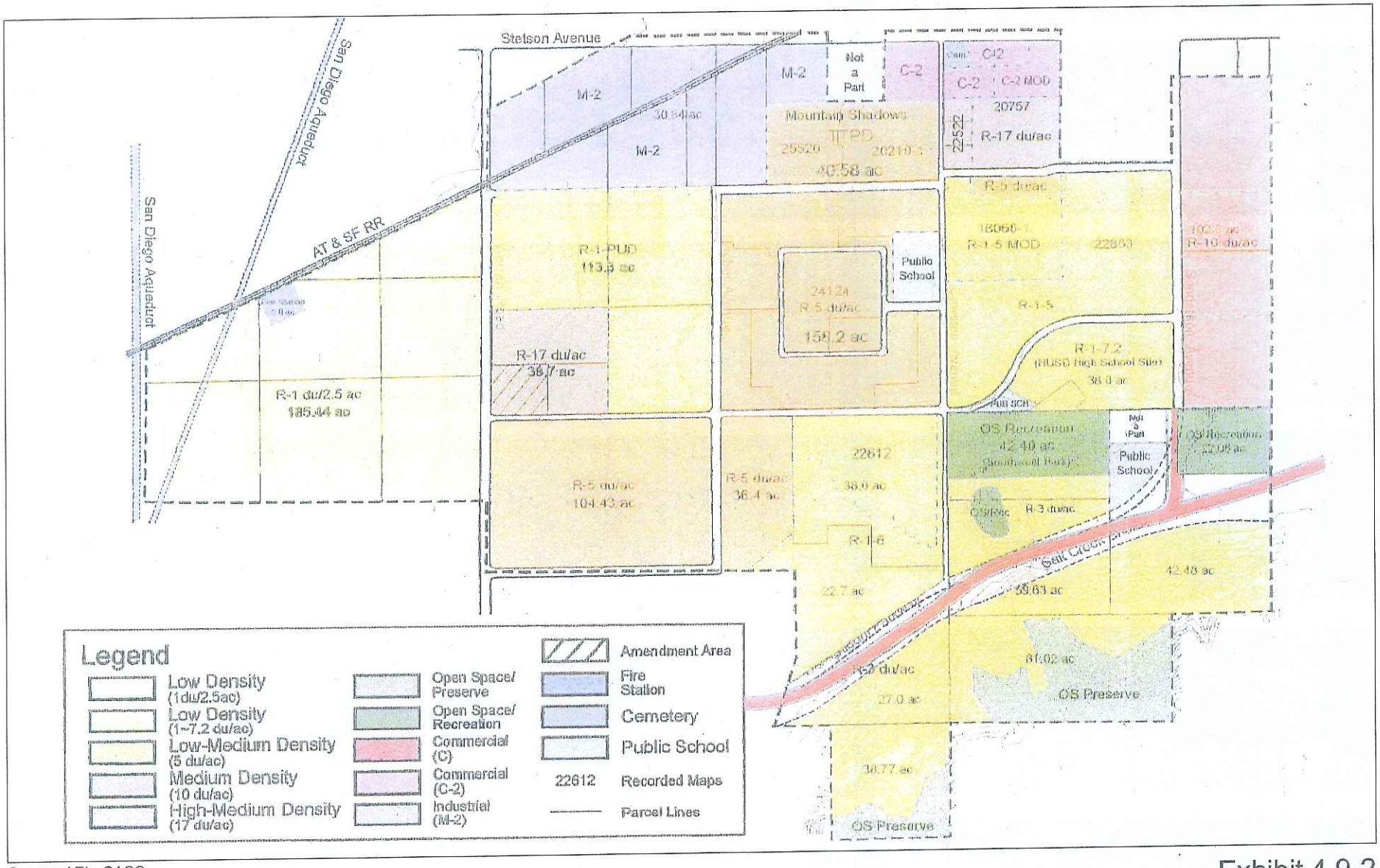
Source: Stantec.

Michael Brandman Associates

22660014 • 01/2008 | 4.9-1_general_plan_amendment.mxd

Exhibit 4.9-1
General Plan Amendment

RANCHO DIAMANTE
EIR PHASE II



Source: AEI • CASC.

Exhibit 4.9-2
Specific Plan Amendment SPA 06-4
Existing Land Use Plan

NORTH

Michael Brandman Associates

22660014 • 01/2008 | 4.9-2_specific_plan_existing_landuse.mxd

RANCHO DIAMANTE
EIR PHASE II

The specific plan amendment also adjusts the planning area boundaries to be consistent with the proposed tentative tract maps and updates the circulation system to serve the project area (see Exhibits 4.9-3 through 4.9-7). Additional discussion on the circulation system amendment is provided in Section 4.15, *Transportation*.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None proposed.

Level of Significance After Mitigation

Less than significant.

Conflict with Conservation Plans

Impact LUP-3	**Conflict with any applicable habitat conservation plan or natural communities conservation plan?** **[CEQA Land Use and Planning 9(c)]**

Impact Analysis

The proposed project is within the boundaries of the Western Riverside County MSHCP; however, as discussed in more detail in Section 5-4 *Biological Resources*, the proposed project would comply with all provisions of the MSHCP and would not conflict with this Plan.

Level of Significance Before Mitigation

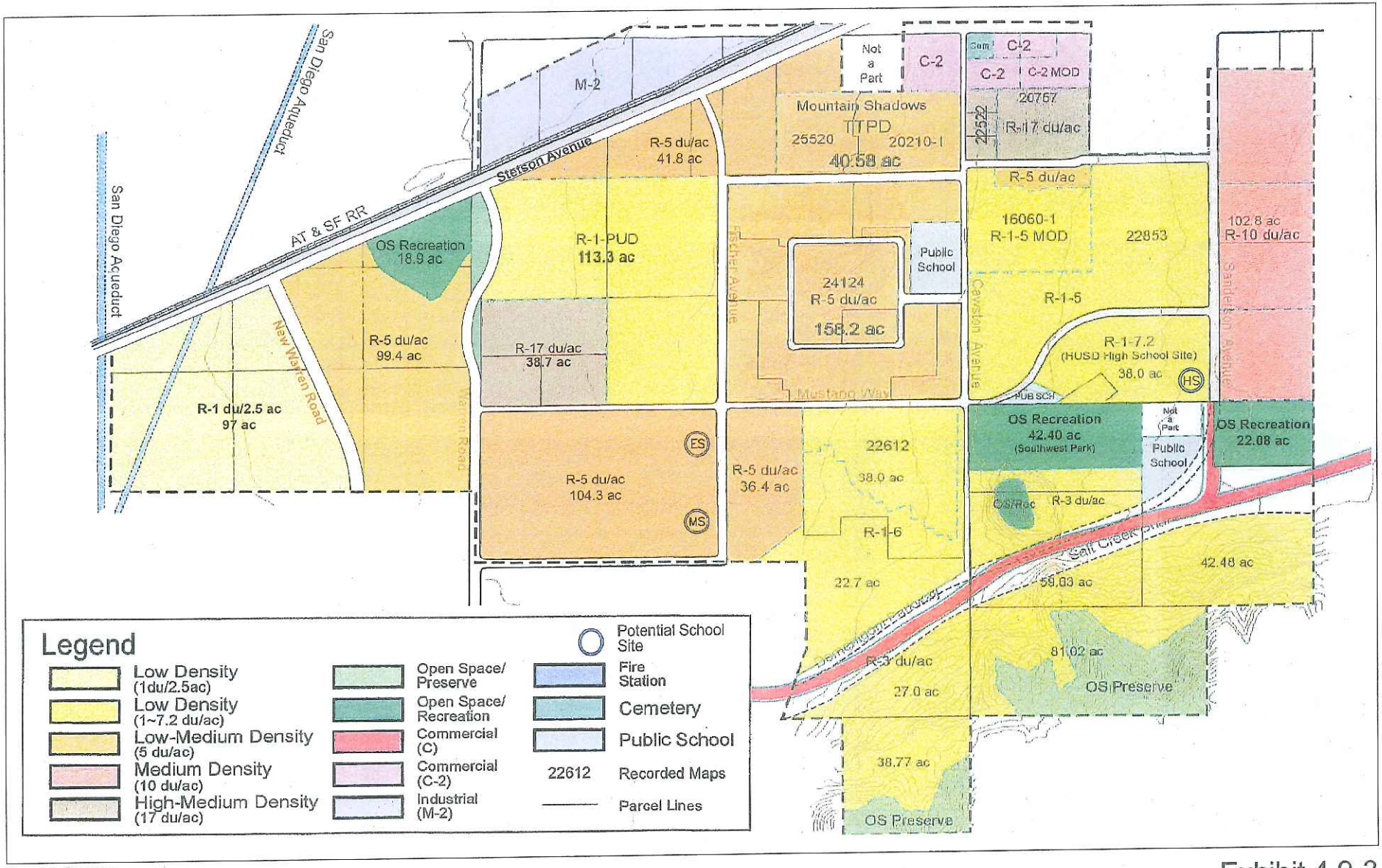
Potentially significant.

Mitigation Measures

See Section 5-4, *Biological Resources*.

Level of Significance After Mitigation

Less than significant.



Source: Stantec.

Exhibit 4.9-3
Specific Plan Amendment
SPA 06-4 Proposed Land Use Plan

NORTH

Michael Brandman Associates

22660014 • 01/2008 | 4.9-3_specific_plan_prop_landuse.mxd

RANCHO DIAMANTE
EIR PHASE II

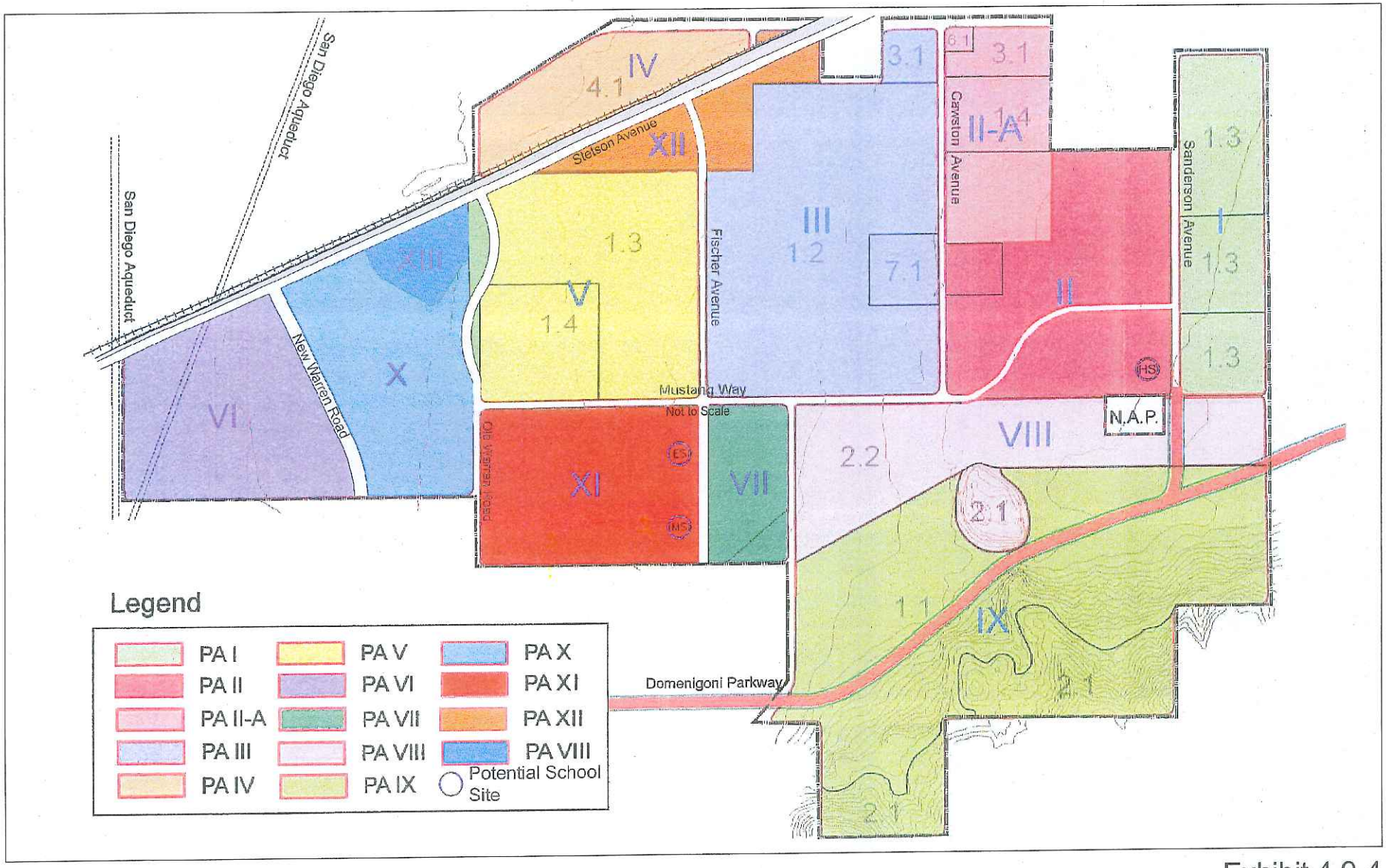


Exhibit 4.9-4
Specific Plan Amendment
SPA 06-4 Existing Planning Areas

NORTH

Michael Brandman Associates

22660014 • 01/2008 | 4.9-4_specific_plan_existing_planning.mxd

RANCHO DIAMANTE
EIR PHASE II

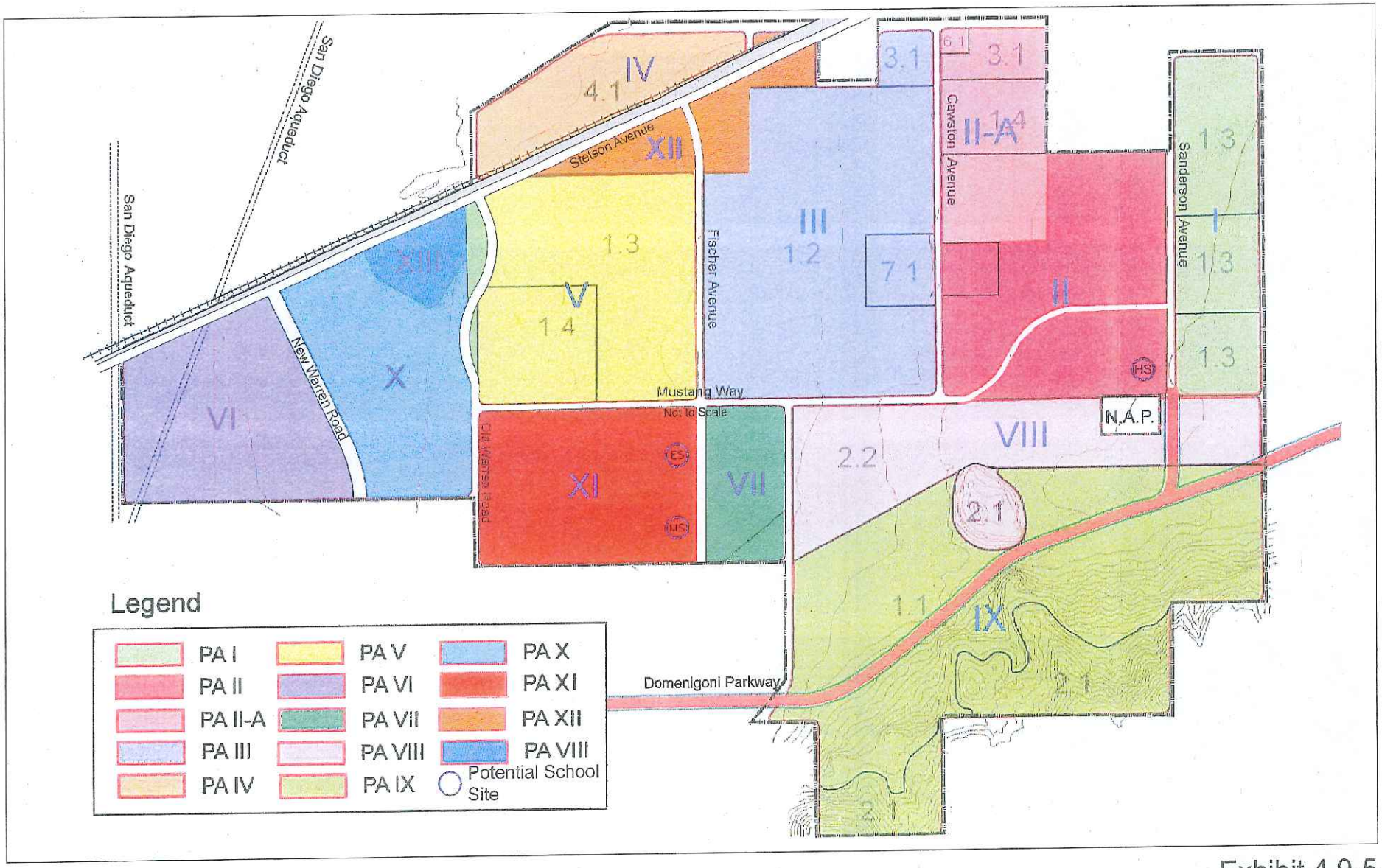


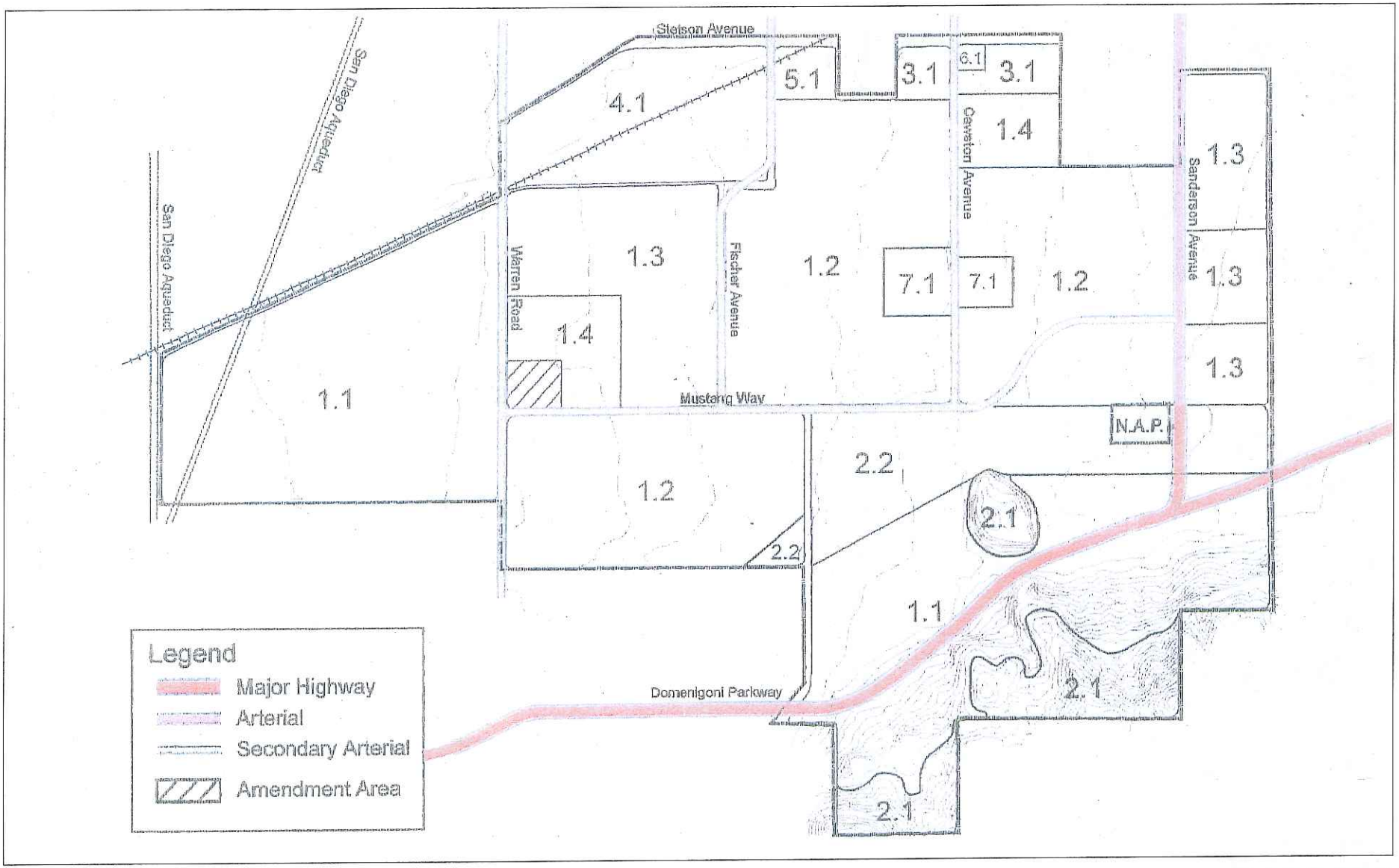
Exhibit 4.9-5
Specific Plan Amendment
SPA 06-4 Proposed Planning Areas

NORTH

Michael Brandman Associates

22660014 • 01/2008 | 4.9-5_specific_plan_proposed_planning.mxd

RANCHO DIAMANTE
EIR PHASE II



Source: AEI • CASC Engineering.

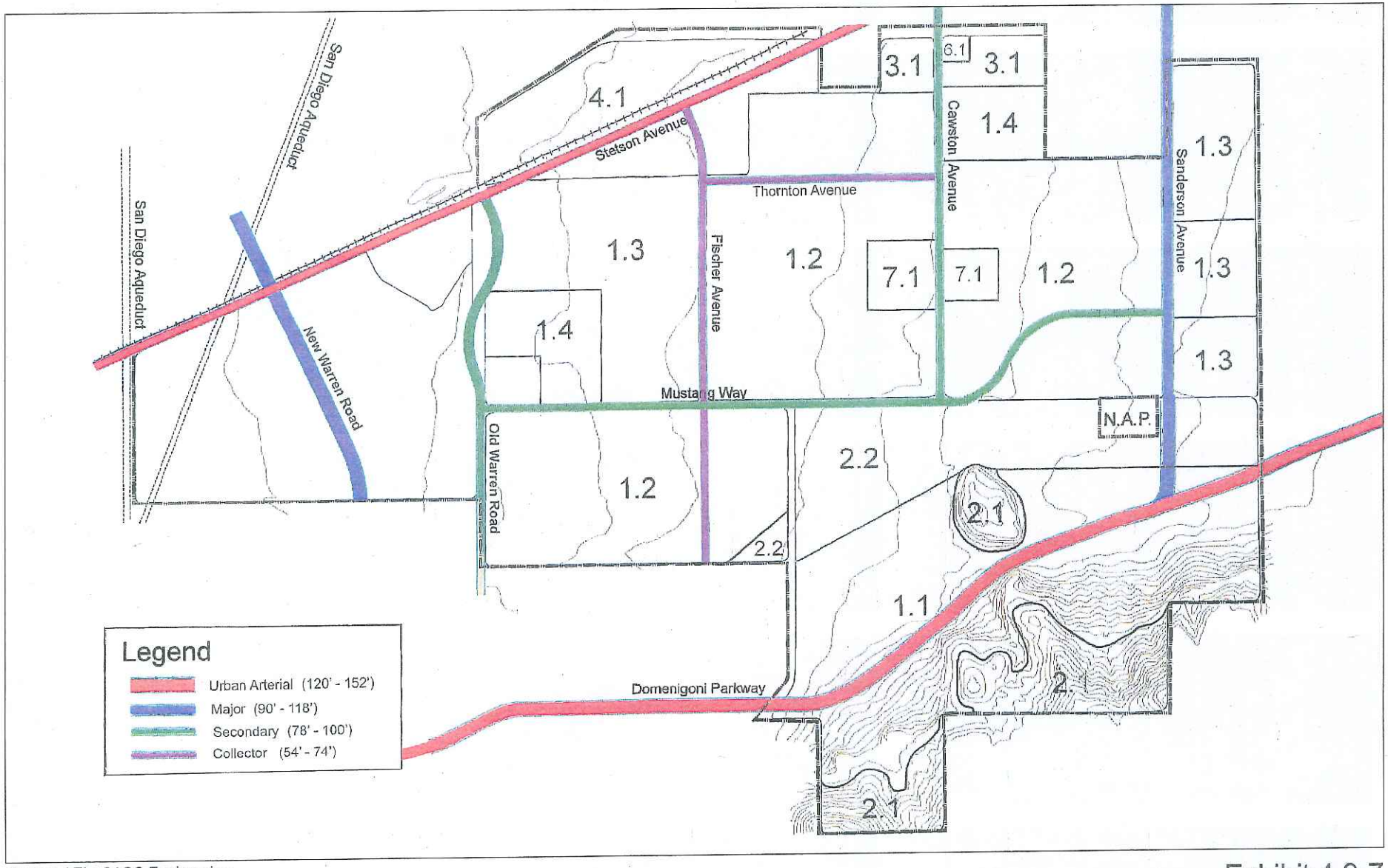
NORTH

Michael Brandman Associates

22660014 • 01/2008 | 4.9-6_specific_plan_existing_circulation.mxd

Exhibit 4.9-6
Specific Plan Amendment
SPA 06-4 Existing Circulation Plan

RANCHO DIAMANTE
EIR PHASE II



Source: AEI • CASC Engineering.

Exhibit 4.9-7
Specific Plan Amendment
SPA 06-4 Proposed Circulation Plan

NORTH

Michael Brandman Associates

22660014 • 01/2008 | 4.9-7_specific_plan_proposed_circulation.mxd

RANCHO DIAMANTE
EIR PHASE II

4.10 - Mineral Resources

Introduction

This section describes the existing mineral resources and potential effects from project implementation on the site and its surrounding area. Descriptions and analysis in this section are based on information contained in the *City of Hemet General Plan Existing Setting Report* (1991) and review of data from the State Geological Survey, formerly known as the California Department of Conservation, Division of Mines and Geology (CDMG).

4.10.1 - Existing Conditions

The State classifies land according to its potential to yield aggregate (i.e., sand and gravel) resources for construction activities – this classification is referred to as Mineral Resource Zones (MRZs). As illustrated in Exhibit 4.10.1, *Mineral Resource Zones*, the project site is classified as Mineral Resource Recovery Zone 4, an area where available information is inadequate for assignment to any other MRZ zone.

4.10.2 - Regulatory Framework

State

The Surface Mining and Reclamation Act (SMARA) requires the State Geologist to research and prepare reports that designate mineral deposits of state-wide and regional significance. The California Geological Survey has produced a report and Mineral Land Classification Map for the area that designates MRZs that define areas where important Production-Consumption –grade deposits occur. MRZs are defined as follows:

- MRZ-1: Areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- MRZ-2: Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists.
- MRZ-3: Areas containing mineral deposits, the significance of which cannot be evaluated from available data.
- MRZ-4: Areas where available information is inadequate for assignment to any other MRZ zone.

1992 General Plan

The General Plan states that no mineral resources have been identified as being of statewide or regional significance within the City. The General Plan goal for mineral resources is to "provide adequate notice for property within the General Plan study area which is adjacent to designated Mineral Resources Zones."

NOP Comments

None.

4.10.3 - Thresholds of Significance

According to the CEQA Guidelines' Appendix G, Environmental Checklist, to determine whether noise impacts are significant environmental effects, the following questions are analyzed and evaluated:

a.) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

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

4.10.4 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the development of the project and provides mitigation measures where appropriate.

Loss of Known Mineral Resource

Impact MR-1	**Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**
	[CEQA Noise Threshold 10(a)]

Impact Analysis

The California Geological Survey (CGS) provides objective economic-geologic expertise to assist in the protection and development of mineral resources through the land-use planning process. The project is mandated by the Surface Mining and Reclamation Act of 1975 (SMARA). The primary products are mineral land classification maps and reports. Local agencies are required to use the classification information when developing land-use plans and when making land-use decisions.

The primary mineral resources of value to the region are aggregate used for construction purposes. Given the location of the site in relation to nearby homes, a school, a church and retail uses, the site is not suitable for aggregate mining activities. There are several sites in the region that are currently providing aggregate according to CGS maps for the San Bernardino Region in which the project is located. These sites are currently producing from half a million to 10 million tons of aggregate per year. Based on the above analysis, the project will not result in the loss of a known mineral resource for aggregate.

Level of Significance Before Mitigation

No impact.

Mitigation Measures

None required.

Level of Significance After Mitigation

No impact.

Loss of Mineral Resource Recovery Site

Impact MR-2	**Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?** **[CEQA Noise Threshold 10(b)]**

Impact Analysis

No locally important mineral resource recovery site is delineated in the City of Hemet General Plan or Page Ranch Planned Community Development Plan. Therefore, implementation of the project will have no impact on locally important mineral resources.

Level of Significance Before Mitigation

No impact.

Mitigation Measures

None required.

Level of Significance After Mitigation

No impact.

4.11 - Noise

4.11.1 - Introduction

This section describes the existing noise setting and potential effects from project implementation on the site and its surrounding area. Descriptions and analysis in this section are based on information contained in the EIR Noise Study prepared in July 2007 by Urban Crossroads, included in this EIR as Appendix P. Airport land use compatibility information is based on the *Airport Compatibility Analysis* prepared by MBA in July 2007, included is this EIR as Appendix H.

Project Description

The Rancho Diamante Phase II project proposes residential development and has two design alternatives. The first includes both residential units (single-family homes and senior housing) and two new schools. The second includes only residential development. The project is located in the southwestern portion of the City of Hemet within Riverside County. Specifically, the three TTMs of the project are located south of Stetson Avenue adjacent to Fisher Street and New Warren Road as follows. TTM 35392 is south of Mustang Way, north of Poplar Street, between Fisher Street to the east and Warren Road to the west, TTM 35393 is between Warren Road and the future New Warren Road, south of Stetson Avenue, and TTM 35394 is south of Stetson Avenue, and both west and east of the extension of Fisher Street.

This noise analysis focuses on the noise impacts to the residential units in both design alternatives. If the alternative with schools is approved, a separate analysis to review noise impacts on the schools would be conducted.

4.11.2 - Existing Conditions

Acoustical Terminology

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Noise is generally defined as unwanted sound. Sound is characterized by various parameters that describe the rate of oscillation of sound waves, the distance between successive troughs or crests, the speed of propagation, and the pressure level or energy content of a given sound wave. In particular, the sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level. The unit of sound pressure, a ratio of the faintest sound detectable by a keen human ear, is called a decibel (dB).

A decibel is a unit of measurement that indicates the relative intensity of a sound. The zero point on the dB scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Changes of 3 dB or fewer are only perceptible in laboratory environments. Audible increases in noise levels generally refer to a change of 3 dB or more, as this level has been found to be barely perceptible to the human ear in outdoor environments. Sound levels in dB are calculated on a logarithmic basis. An increase of 10 dB represents a 10-fold increase in acoustic energy, while 20 dB is 100 times more intense, and 30 dB is 1,000 times more intense. Each 10-dB increase in sound

level is perceived as approximately a doubling of loudness. Because the human ear is not equally sensitive to all sound frequencies, a weighted scale called "A-weighting" is used because it most closely represents the range of human hearing. All further references will be on this scale, dBA.

Time variations in noise exposure are typically expressed in terms of a steady-state energy level equal to the energy content of the time-varying period (called L_{eq}), or, alternately, as a statistical description of the sound pressure level that is exceeded over some fraction of a given observation period. Finally, because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, State law requires that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL).

Many methods have been developed for evaluating community noise to account for, among other things:

- Variation in noise levels over time;
- Influence of periodic individual loud events; and
- Community response to changes in the community noise environment.

Several methods have been developed to measure sound over a period of time, including:

- Equivalent Sound Level (L_{eq});
- Community Noise Equivalent Level (CNEL); and
- Day/Night Average Sound Level (L_{dn}).

These methods are described and defined below.

L_{eq}

Time variations in noise exposure are typically expressed in terms of a steady-state energy level equal to the energy content of the time-varying period (called L_{eq}), or, alternately, as a statistical description of the sound pressure level that is exceeded over some fraction of a given observation period. For example, the noise levels exceeded on 10 percent of readings is called L_{10}, the median (50th percentile) reading is called L_{50}, etc.

CNEL

Because community receptors are more sensitive to unwanted noise intrusion during evening hours and at night, State law requires that, for planning purposes, an artificial dB increment penalty be added to quiet time noise levels in a 24-hour noise descriptor called CNEL.

L_{dn}

Another commonly used method is the day/night average level or L_{dn}. The L_{dn} is a measure of the 24-hour average noise level at a given location. It was adopted by the U.S. Environmental Protection Agency (EPA) for developing criteria for the evaluation of community noise exposure. It is based on

a measure of the average noise level over a given time period called the L_{eq}. The L_{dn} is calculated by averaging the L_{eqs} for each hour of the day at a given location after penalizing the sleeping hours (defined as 10:00 p.m. to 7:00 a.m.) by 10 dBA to account for the increased sensitivity of people to noises that occur at night. The maximum noise level recorded during a noise event is typically expressed as L_{max}. The sound level exceeded over a specified time can be expressed as L_n (e.g., L_{90}, L_{50}, L_{10}, etc.). L_{50} equals the level exceeded 50 percent of the time, L_{10} equals the level exceeded 10 percent of the time, etc.

As previously mentioned, people respond to changes in sound pressure, which are measured on a noise scale in a logarithmic manner. In general, a 3-dB change in sound pressure level is considered a barely detectable difference in most situations. A 5-dB change is readily noticeable and a 10-dB change is considered a doubling (or halving) of the subjective loudness. Note that a 3-dB increase or decrease in the average traffic noise level is realized by a doubling or halving of the traffic volume, or by about a 7-mph increase or decrease in speed.

For each doubling of distance from a point noise source, the sound level will decrease by 6 dB. In other words, if a person is 100 feet from a machine and moves 200 feet from that source, sound levels will drop by approximately 6 dB. Moving 400 feet away, sound levels will drop approximately another 6 dB. For each doubling of distance from a line source, such as a roadway, noise levels are reduced 3 to 5 decibels, depending on the ground cover between the source and the receiver.

Existing Noise Levels

The primary sources of noise in the vicinity of the proposed project are vehicular traffic, activities at the Hemet-Ryan Airport, and activities along the Burlington Northern Santa Fe (BNSF) Railroad. A more detailed discussion of these noise sources is below.

Vehicular Traffic Noise Levels

Existing noise levels were measured by Urban Crossroads, Inc. Long-term (24-hour) measurements were recorded on December 6, 2006, while short-term (less than 1 hour) measurements were recorded on July 12, 2007. Recorded noise levels for five locations are summarized below in Table 4.11-1. As indicated in Table 4.11-1, baseline noise levels ranged from 49.7 to 62.5 CNEL at five of the six locations. The average of CNEL was 63.8 CNEL.

Table 4.11-1: Existing Noise Level Measurements

Location	Noise Levels (Leq CNEL)
100 feet from the centerline of Stetson Avenue, north of the project	58.6
100 feet from the centerline of Warren Avenue, northwest of the project	57.7
100 feet from the centerline of Warren Avenue, southwest of the project	61.7

Table 4.11-1: Existing Noise Level Measurements (Cont.)

Location	Noise Levels (Leq CNEL)
100 feet from the centerline of Fisher Street, east of the project (during aircraft flyovers) [1]	—
100 feet from the centerline of Fisher Street, east of the project	49.7
Approximately 100 feet from the airport's south property line across Stetson Avenue[2]	62.5

[1] dBA not converted to CNEL based on aircraft activity, CNEL is used for traffic noise only.
[2] Based on 24-hour measurements, all other measurements were short-term measurements.
Source: Urban Crossroads, 2007.

Airport Noise Levels

The Hemet-Ryan Airport is located approximately 0.5 mile north of the project site. It is primarily used as a recreational airport, including sailplanes and single-engine piston aircraft. The airport currently bases 352 aircraft, 125 of which are sailplanes. Other aviation services include aircraft maintenance, fueling, and storage. The Hemet-Ryan Airport Future CNEL Contours are shown in Exhibit 4.11-1. These are the most recent contours from the Riverside County Integrated Project in the 2003 Riverside County General Plan. The exhibit shows that the northwestern corner of TTM 35393 of the project would fall within the 65 dBA and 60 dBA contours. The remaining portion of TTM 35393, as well as all of TTM 35392 and TTM 35394, would be outside of the future 60 dBA noise contours. Based on airport noise levels not expected to exceed 65 dBA, people residing or working in the project area would not be exposed to excessive noise levels. Aircraft overflights would be audible by future project residents, although the noise levels would not be significant. There are no other airports or airstrips in the project vicinity (see Exhibit 4.11-1).

Railway Noise Levels

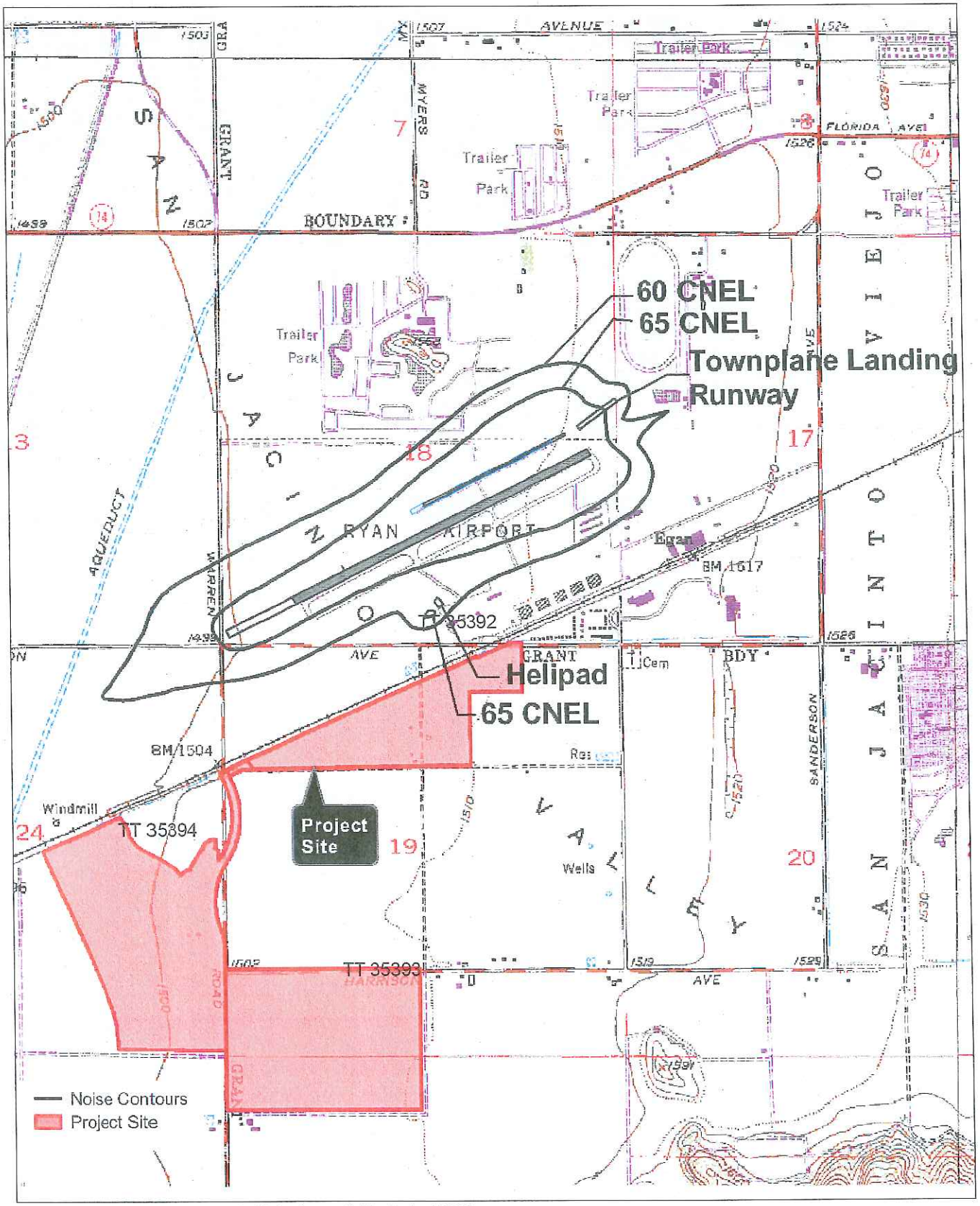
The BNSF Railroad San Jacinto Branch Line runs along the northern side of New Stetson Avenue adjacent to the proposed project. BNSF operates two or three short trains per year to transport produce from October to January, and trains run at approximately 10 to 15 miles per hour based on track conditions. There are no current plans to expand services for the San Jacinto Branch Line (URBAN 2007). Based on the train speed and the limited use of the line, noise levels from the train operation would not be significant.

4.11.3 - Regulatory Framework

State

CCR Title 24

A maximum interior of 45 CNEL is mandated by the State of California Noise Insulation Standards (CCR, Title 24, Part 6, Section T25-28) for multiple family dwellings and hotel and motel rooms. A 45 CNEL is also typically applied as a maximum noise exposure for single-family dwelling units.



Source: Mead & Hunt January 2003 Noise Compatibility Study, USGS.

Michael Brandman Associates

NORTH

Not To Scale

Exhibit 4.11-1
Hemet-Ryan Noise Contours - 2022

Since typical noise attenuation within residential structures with closed windows is about 20 to 25 CNEL, an exterior noise exposure of 65 CNEL is generally the noise land use compatibility guideline for noise-sensitive receiver sites in California. In many communities where a quiet environment is considered an important asset that enhances the natural scenic values, a somewhat more stringent land use compatibility guideline has often been adopted.

Local

City of Hemet General Plan

Noise

The City of Hemet is in the process of updating its General Plan. The Public Health and Safety Element of the current 1992 General Plan includes Section 3, Noise. This section includes guidelines for acceptable community noise levels for transportation-related noise. The maximum exterior noise exposure for residential and recreation areas is 65 dBA CNEL. The maximum interior noise exposure in 45 dBA CNEL.

Airport Land Use Compatibility

The Public Health and Safety Element, Airport Land Use Compatibility section of the City of Hemet General Plan (as amended May 27, 2003 by General Plan Amendment 02-1) requires applications for developments within the Hemet-Ryan Airport's areas of potential risk. The application must have components as described in the Supplemental Application Requirements for Projects Located within the Hemet-Ryan Airport Area of Influence as published by the City of Hemet. The application requires three components: an Airport Compatibility Analysis, an Avigation Easement to be filed with the County Clerk (see sample in Appendix A), and a Notice of Airport in Vicinity to be distributed to all future owners and tenants of the subject property. The Notice will be distributed within the disclosure section of the purchase agreement or lease agreement. A sample of the Notice is contained in Appendix B. This Airport Compatibility Analysis follows the guidance presented in the application requirements and addresses the following items:

- Project consistency with the intensity and density limits in the 1992 Hemet-Ryan Comprehensive Airport Land Use Plan;
- Project consistency with the City of Hemet's height limits;
- Impact of the airport's existing and proposed operations on the project, specifically with regard to noise and safety including an analysis of the project's location in relation to the California Airport Land Use Planning Handbook safety zone system;
- Compliance with the interior noise standards identified in Table II-F-4 of the Hemet General Plan;
- Potential project impact to existing and proposed airport operations and aircraft safety;
- Compliance with land use restrictions as identified in the Hemet General Plan;

- Consistency with the standards identified in the Federal Aviation Administration Advisory Circular, Hazardous Wildlife Attractants On or Near Airports; and
- Determination of whether or not a Federal Aviation Administration notification is required.

City of Hemet Code of Ordinances

Division 1, Section 30-32 of the City of Hemet Code of Ordinances includes standards for maximum permissible noise levels based on the frequency of the sound for non-transportation noise sources. The maximum permissible noise levels range from 40 to 65 dB. The City Code allows construction activity on weekdays between 6:00 a.m. and 6:00 p.m. from June through September, and on weekdays from 7:00 a.m. to 6:00 p.m. from October through May. Construction is permitted on Saturday between 7:00 a.m. and 6:00 p.m. Construction activity is not permitted on Sunday.

4.11.4 - Thresholds of Significance

According to the CEQA Guidelines' Appendix G, Environmental Checklist, to determine whether noise impacts are significant environmental effects, the following questions are analyzed and evaluated:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Criteria for Substantial Noise Increase

The CEQA Guidelines and the City of Hemet General Plan provide no definition of what constitutes a substantial noise increase; however, the California Department of Transportation provides guidance that can be used to define substantial changes in noise levels that may be caused by a project. The thresholds below generally apply to transportation noise that is usually expressed in terms of average noise exposure during a 24-hour period, such as the Day/Night Average Level (L_{dn}) or CNEL. Project-generated increases in noise levels that exceed those outlined in the thresholds below and that affect existing noise sensitive land uses (receptors) are considered substantial and, therefore, would

constitute a significant noise impact. The project will create a significant noise-related impact if it would:

- Increase noise levels by 5 dB or more where the existing noise level is less than 60 dB; and
- Increase noise levels by 3 dB or more where the existing noise level is 60 to 65 dB.

Based on the City of Hemet's residential exterior noise threshold of 65 dBA, a noise level increase of 3 dB or more would be considered significant in areas where ambient conditions are greater than 65 dBA.

Groundborne Vibration

Groundborne vibration consists of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of groundborne vibration typically cause a nuisance only to people, but at extreme vibration levels, damage to buildings may occur. Although groundborne vibration can be felt outdoors, it is typically an annoyance only indoors, where the associated effects of the shaking of a building can be notable. Groundborne noise is an effect of groundborne vibration and typically only exists indoors, since it is produced from noise radiated from the motion of the walls and floors of a room and may consist of the rattling of windows or dishes on shelves.

Peak particle velocity (PPV) relates to the maximum instantaneous peak of the vibration signal and is often used in measuring the magnitude of vibration. Scientific studies have shown that human responses to vibration vary by the source of vibration: continuous or transient. Continuous sources of vibration include construction, while transient sources include truck movements. Generally, the thresholds of perception and annoyance are higher for transient sources than continuous sources.

Based on the structural damage thresholds established in the Caltrans Transportation- and Construction-Induced Vibration Guidance Manual, the proposed project would create a significant vibration impact if it generated groundborne vibration levels on sensitive receptors in excess of 0.5 PPV during construction and 1.0 PPV during operations.

4.11.5 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the development of the project and provides mitigation measures where appropriate.

Noise Levels in Excess of Standards

Impact N-1	**The project would not expose persons to or generate noise levels in excess of City of Hemet standards.**

Impact Analysis

Noise levels in the project area would be influenced by construction activity in the short term, and by railroad, airport, and traffic noise in the long term.

Short-term Noise

Construction noise represents a short-term increase in ambient noise levels. Noise impacts from construction activities associated with the proposed project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. As discussed below under Impact N-4, although there are no construction standards for noise generation, all construction activity would be conducted in accordance with the City of Hemet Code, and therefore construction noise would not expose persons to or generate noise levels in excess of standards.

Long-term Noise

Railroad, airport and traffic noise all represent long-term increases in ambient noise levels. Residential exterior noise levels must not exceed 65 dBA CNEL per the City of Hemet General Plan noise standards. Based on the slow, infrequent activity level of the railroad and the distance to the airport, these noise sources would not expose persons to or generate noise levels in excess of standards.

Based on the most current project information, future noise contours prepared in the Urban Crossroads 2007 Noise Study indicate that traffic related noise levels at several property boundaries along Stetson Avenue and New Stetson Avenue would exceed the 65 dBA CNEL standard from the City of Hemet General Plan. Urban Crossroads will complete a final noise study following the availability of the project's precise grading plans, which will include recommendations for sound barriers to mitigate potential noise impacts. As discussed under Impact N-3 below, the increase in noise levels along roadways in the project area do not represent a significant impact; however, the exceedance of the residential exterior noise standard represents a potentially significant impact. Mitigation is proposed below to reduce impacts to less than significant.

Long-term noise impacts are also discussed under Impact N-3 below.

Level of Significance Before Mitigation

Potentially significant.

Mitigation Measures

MM NOI-1 The project applicant shall construct a noise barrier, likely in the form of a sound attenuation wall, per recommendations made in the Final Noise Study prepared by Urban Crossroads. The wall will be of minimum height and design to attenuate noise levels below City of Hemet standards and should be constructed in the vicinity of the residential receptors where City of Hemet noise level standards may be exceeded.

Level of Significance After Mitigation

Less than significant.

Excessive Groundborne Vibration

Impact N-2 **The project would not expose persons to and generate excessive groundborne vibration and groundborne noise levels.**

Impact Analysis

Groundborne vibration in the project area would be influenced by construction activity in the short term, and by railroad, airport, and traffic noise in the long term.

Construction Vibration

Construction activities can produce vibration that may be felt by adjacent uses. The construction of the proposed project is not expected to require the use of equipment such as jackhammers and pile drivers, which are known to generate substantial construction vibration levels. The primary sources of vibration during construction would be from bulldozers, backhoes, crawler tractors, and scrapers. A vibratory roller would produce the greatest amount of vibration on the project site, with a 0.210 PPV at 25 feet. There are several nearby sensitive receptors at residences along West Thornton Avenue, Fisher Street, Fargo Avenue, Wichita Avenue, and Boise Street. Construction activities would include both single vibratory events as well as periods in which multiple or continuous vibration would occur. Therefore, construction impacts were assessed using the continuous/frequent intermittent structural damage vibration threshold of 0.3 PPV. The nearest construction activities would be approximately 50 feet from the mobile-home residences and 150 feet from the single-family home residences. Table 4.11-2 provides the estimated construction vibration levels at the residences.

Table 4.11-2: Estimated Construction Vibration Levels

Nearest Sensitive Receptor	Predicted Maximum Peak Particle Velocity (inches/second)	Structural Damage Threshold
Mobile-home residences along Fargo Avenue, Wichita Avenue, and Boise Street	0.110	0.3
Single-family residences along West Thornton Avenue and Fisher Street	0.026	0.3

Source: Michael Brandman Associates, 2007.

As shown in Table 4.11-2, 0.110 PPV is the maximum vibration the nearest residential receptor would be expected to experience. This vibration level is below the 0.3 PPV significance level for potential structural damage. Therefore, construction-related vibration from the proposed project would be less than significant.

Operational Vibration

The proposed project would not develop any commercial facilities and would not expect to be influenced by increased vibration impacts from the operation of tractor-trailers on the project site. Occasional truck deliveries would be expected at the schools, but are not expected to be made using

tractor-trailers. Therefore, the operational vibration from the proposed project would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant.

Permanent Increase in Ambient Noise Levels

Impact N-3	**The project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.**

Impact Analysis

A permanent increase in noise levels in the project area would be influenced by railroad, airport, and traffic noise at the project site, although the project would not result in an increase in noise levels from these sources.

Railroad and Airport Noise

The Hemet-Ryan Airport is located approximately 0.5 mile north of the project site. The Hemet-Ryan Airport Future CNEL Contours are shown in Exhibit 4.11-1 (from the 2003 Riverside County General Plan). The exhibit shows that the northwestern corner of TTM 35393 of the project would fall within the 65 dBA and 60 dBA contours. The remaining portion of TTM 35393, as well as all of TTM 35392 and TTM 35394, would be outside of the future 60 dBA noise contours. Based on airport noise levels expected to be between 60 dBA and 65 dBA, and therefore not exceed 65 dBA, people residing or working in the project area would not be exposed to excessive noise levels. Based on airport noise levels not expected to exceed 65 dBA, impacts would be less than significant.

The BNSF Railroad San Jacinto Branch Line runs along the northern side of New Stetson Avenue adjacent to the proposed project and operates two or three short trains per year from October to January. Trains operate at approximately 10 to 15 mph based on track conditions. There are no current plans to expand services for the San Jacinto Branch Line (URBAN 2007). Based on the train speed and the limited use of the line, noise levels from the train operation would be less than significant.

Traffic Noise

Long-term noise impacts would result from vehicle traffic associated with the proposed project. The City of Hemet General Plan establishes the acceptable range of ambient noise levels for residential developments within the City of Hemet. Exterior noise levels shall not exceed 65 CNEL. An evaluation of future noise levels with project implementation and without project implementation for

the year 2009 and for City of Hemet General Buildout Plan Conditions, using traffic data supplied by Urban Crossroads in 2007, are displayed in Tables 4.11-3 and 4.11-4. As a worst-case scenario, the Urban Crossroads Noise Study only analyzed noise contributions "with the schools" alternative, and not the "without schools alternative." Therefore, Table 4.11-3 identifies the worst-case scenario for noise contributions from the project based on the schools resulting in more traffic that the project with only residential development. As shown in Tables 4.11-3 and 4.11-4, future noise levels with project with schools implementation in nearly all of the roadways analyzed would not experience a substantial increase in noise levels of 3 dBA or greater. The section of Poplar Street east of Warren Road would experience an increase of 4.6 dBA, however, because the ambient noise levels are below 60 dBA, the increase would not be considered substantial. The sections of Mustang Way west of Cawston Avenue, and Warren Road north and south of Mustang Way would experience noise levels increases of more than 1.5 dBA. However, because the ambient noise levels are below 65 dBA, the increase would not be considered substantial.

Table 4.11-3: 2009 Traffic Related Noise Impacts

Roadway Segment	2009 Without Project	2009 With Project [1]	Change	Significant Change?
Acacia Avenue east of Sanderson Avenue	65.1	65.2	0.1	No
Acacia Avenue west of Sanderson Avenue	61.5	61.5	0.0	No
Cawston Avenue south of Harrison Avenue	57.2	57.2	0.0	No
Cawston Avenue south of Stetson Avenue	63.1	63.2	0.1	No
Cawston Avenue south of Thornton Avenue	59.8	60.0	0.2	No
Cawston Avenue south of Whittier Avenue	59.5	59.5	0.0	No
Domenigoni Parkway east of New Warren Road	68.0	68.0	0.0	No
Domenigoni Parkway east of Sanderson Avenue	67.0	67.1	0.1	No
Domenigoni Parkway east of Winchester Road	70.1	70.2	0.1	No
Domenigoni Parkway west of New Warren Road	69.9	70.1	0.2	No
Domenigoni Parkway west of Sanderson Avenue	68.0	68.0	0.0	No
Domenigoni Parkway west of Winchester Road	67.2	67.3	0.1	No
Fisher Street north of Mustang Way	53.0	53.7	0.7	No
Florida Avenue east of Sanderson Avenue	68.8	68.9	0.1	No
Florida Avenue west of Cawston Avenue	72.1	72.1	0.0	No
Florida Avenue west of Sanderson Avenue	71.5	71.5	0.0	No
Florida Avenue west of Warren Road	71.5	71.5	0.1	No
Harrison Avenue east of Sanderson Avenue	55.2	55.3	0.1	No
Johnston Avenue east of Sanderson Avenue	57.2	57.2	0.0	No
Mustang Way west of Cawston Avenue	59.4	60.5	1.1	No
Mustang Way west of Fisher Street	60.0	61.4	1.4	No
Mustang Way west of New Warren Road	-	-	-	No
Mustang Way west of Sanderson Avenue	60.4	61.3	0.9	No
New Stetson Avenue west of New Warren Road	-	57.6	-	No

Table 4.11-3: 2009 Traffic Related Noise Impacts (Cont.)

Roadway Segment	2009 Without Project	2009 With Project [1]	Change	Significant Change?
New Warren Road north of Florida Avenue	65.5	65.6	0.1	No
New Warren Road south of Florida Avenue	66.9	67.1	0.2	No
New Warren Road south of Mustang Way	-	-	-	No
New Warren Road south of New Stetson Avenue	-	-	-	No
New Warren Road south of Simpson Road	64.6	64.9	0.3	No
New Warren Road south of Stetson Avenue	66.1	66.4	0.3	No
New Warren Road south of Whittier Avenue	67.1	67.4	0.3	No
Poplar Street east of Warren Road	-	53.5	-	No
Sanderson Avenue north of Florida Avenue	67.6	67.6	-	No
Sanderson Avenue south of Acacia Avenue	68.1	68.2	0.1	No
Sanderson Avenue south of Florida Avenue	68.2	68.3	0.1	No
Sanderson Avenue south of Harrison Avenue	65.5	65.6	0.1	No
Sanderson Avenue south of Johnston Avenue	-	-	-	No
Sanderson Avenue south of Stetson Avenue	67.2	67.3	0.1	No
Sanderson Avenue south of Thornton Avenue	66.4	66.6	0.2	No
Sanderson Avenue south of Whittier Avenue	67.8	67.8	0.1	No
Simpson Road west of Calvery Avenue	62.9	63.3	0.4	No
Simpson Road west of New Warren Road	61.5	62.1	0.6	No
Simpson Road west of Winchester Road	64.0	64.3	0.3	No
Stetson Avenue east of New Warren Road	64.1	62.8	-1.3	No
Stetson Avenue east of Sanderson Avenue	67.4	67.5	0.1	No
Stetson Avenue west of Cawston Avenue	-	67.1	-	No
Stetson Avenue west of New Warren Road	59.1	59.3	0.2	No
Stetson Avenue west of Sanderson Avenue	68.1	68.2	0.1	No
Thornton Avenue east of Sanderson Avenue	53.2	53.2	0.0	No
Thornton Avenue west of Cawston Avenue	53.0	53.0	0.0	No
Thornton Avenue west of Sanderson Avenue	56.8	56.9	0.1	No
Warren Road north of Mustang Way	65.9	66.3	0.4	No
Warren Road south of Mustang Way	66.0	66.5	0.5	No
Wentworth Drive west of Sanderson Avenue	56.5	56.5	0.0	No
Whittier Avenue west of Cawston Avenue	57.0	57.0	0.0	No
Winchester Road north of Simpson Road	64.1	64.2	0.1	No
Winchester Road south of Domenigoni Parkway	67.8	67.9	0.1	No
Winchester Road south of Simpson Road	64.2	64.2	0.1	No

1 Values are for the "with schools" alternative. The Urban Crossroads 2007 Noise Study did not develop noise contours for the "without school" alternative. The "with schools" represents the worst-case scenario.
Source: Urban Crossroads, 2007.

Table 4.11-4: General Plan Buildout Traffic Related Noise Impacts

Roadway Segment	Future Without Project	Future With Project	Change	Significant Change?
Acacia Avenue east of Sanderson Avenue	66.2	66.3	0.1	No
Acacia Avenue west of Sanderson Avenue	65.3	65.3	0.0	No
Cawston Avenue south of Harrison Avenue	58.3	58.3	0.0	No
Cawston Avenue south of Stetson Avenue	64.2	64.3	0.1	No
Cawston Avenue south of Thornton Avenue	60.0	60.2	0.2	No
Cawston Avenue south of Whittier Avenue	66.5	66.5	0.0	No
Domenigoni Parkway east of New Warren Road	70.9	70.9	0.0	No
Domenigoni Parkway east of Sanderson Avenue	69.8	69.9	0.1	No
Domenigoni Parkway east of Winchester Road	71.9	71.9	0.1	No
Domenigoni Parkway west of New Warren Road	70.1	70.3	0.2	No
Domenigoni Parkway west of Sanderson Avenue	70.6	70.6	0.0	No
Domenigoni Parkway west of Winchester Road	71.4	71.4	0.1	No
Fisher Street north of Mustang Way	56.0	56.5	0.5	No
Florida Avenue east of Sanderson Avenue	68.8	68.9	0.1	No
Florida Avenue west of Cawston Avenue	71.6	71.6	0.0	No
Florida Avenue west of Sanderson Avenue	70.5	70.6	0.1	No
Florida Avenue west of Warren Road	71.9	72.0	0.1	No
Harrison Avenue east of Sanderson Avenue	56.5	56.5	0.0	No
Johnston Avenue east of Sanderson Avenue	57.4	57.4	0.0	No
Mustang Way west of Cawston Avenue[1]	59.0	60.9	1.9	No
Mustang Way west of Fisher Street[1]	60.6	61.6	1.0	No
Mustang Way west of New Warren Road	-	-	-	No
Mustang Way west of Sanderson Avenue	60.5	61.5	1.0	No
New Stetson Avenue west of New Warren Road	71.5	71.5	0.0	No
New Warren Road north of Florida Avenue	66.6	66.6	0.1	No
New Warren Road south of Florida Avenue	67.4	67.6	0.2	No
New Warren Road south of Mustang Way[1]	61.8	61.9	0.1	No
New Warren Road south of New Stetson Avenue[1]	63.7	63.8	0.1	No
New Warren Road south of Simpson Road[1]	66.0	66.3	0.3	No
New Warren Road south of Stetson Avenue[1]	64.9	65.4	0.5	No
New Warren Road south of Whittier Avenue	67.3	67.6	0.3	No
Poplar Street east of Warren Road[1]	50.7	55.3	4.6	No
Sanderson Avenue north of Florida Avenue	68.9	69.0	0.1	No
Sanderson Avenue south of Acacia Avenue	68.9	69.0	0.1	No
Sanderson Avenue south of Florida Avenue	68.5	68.5	-	No
Sanderson Avenue south of Harrison Avenue	67.3	67.4	0.1	No
Sanderson Avenue south of Johnston Avenue	68.6	68.6	0.0	No
Sanderson Avenue south of Stetson Avenue	67.6	67.8	0.2	No
Sanderson Avenue south of Thornton Avenue	67.9	68.0	0.1	No

Table 4.11-4: General Plan Buildout Traffic Related Noise Impacts (Cont.)

Roadway Segment	Future Without Project	Future With Project [1]	Change	Significant Change?
Sanderson Avenue south of Whittier Avenue	68.6	68.6	0.1	No
Simpson Road west of Calvery Avenue	67.7	67.9	0.2	No
Simpson Road west of New Warren Road	65.3	65.6	0.3	No
Simpson Road west of Winchester Road	68.7	68.8	0.1	No
Stetson Avenue east of New Warren Road	54.3	54.3	0.0	No
Stetson Avenue east of Sanderson Avenue	69.0	69.1	0.1	No
Stetson Avenue west of Cawston Avenue	71.2	71.2	0.0	No
Stetson Avenue west of New Warren Road[1]	59.3	59.6	0.3	No
Stetson Avenue west of Sanderson Avenue	71.3	71.4	0.1	No
Thornton Avenue east of Sanderson Avenue	53.5	53.5	0.0	No
Thornton Avenue west of Cawston Avenue	52.7	53.5	0.8	No
Thornton Avenue west of Sanderson Avenue	57.0	57.1	0.1	No
Warren Road north of Mustang Way[1]	57.6	59.5	1.9	No
Warren Road south of Mustang Way	54.6	56.8	2.2	No
Wentworth Drive west of Sanderson Avenue	57.9	57.9	0.0	No
Whittier Avenue west of Cawston Avenue	61.5	61.5	0.0	No
Winchester Road north of Simpson Road	64.2	64.3	0.1	No
Winchester Road south of Domenigoni Parkway	68.3	68.4	0.1	No
Winchester Road south of Simpson Road	67.7	67.8	0.1	No

[1] Worst-case scenario is from "with Mustang Way Extension". All other noise estimates are from "without Mustang Way Extension".
Source: Urban Crossroads, 2007.

The project site does not contribute to a substantial change in noise impact. As shown in Tables 4.11-3 and 4.11-4, the maximum change in noise levels occurs on Poplar Street east of Warren Road, with a 4.6 dBA change. As discussed above, the increase in noise levels would not be considered significant because the ambient noise conditions are below 60 dBA.

As shown in Tables 4.11-3 and 4.11-4, many locations would have future noise levels above 65 dBA. However, based on existing noise conditions, none of the noise increases that would result from the project would be considered significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant.

Temporary or Periodic Increase in Ambient Noise Levels

Impact N-4	**The project would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.**

Impact Analysis

A temporary or periodic increase in noise levels in the project area would be influenced by construction of the proposed project.

Construction noise represents a short-term increase in ambient noise levels. Noise impacts from construction activities associated with the proposed project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities.

Short-term noise impacts would occur during construction activities from the noise impacts created from the transport of workers and movement of construction materials to and from the project site, and from the noise generated onsite during demolition, ground clearing, excavation, grading, and construction activities. Table 4.11-5 lists typical construction equipment noise levels for equipment that would be used during construction of the proposed project. Construction activities are carried out in discrete steps, each of which has a unique mix of equipment and, consequently, unique noise characteristics. These various sequential phases would change the character of the noise levels surrounding the construction site as work progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow noise ranges to be categorized by work phase.

Table 4.11-5: Construction Equipment Noise Levels

Construction Activity / Equipment	Maximum Noise Levels Measured (dBA at 50 feet)
Grading	89
Backhoe	90
Pneumatic tools	88
Air compressor	86
Crane	83
Plate compactor	89
Concrete vibrator	85
Trucks	87
Source: Federal Transit Administration, 1995	

The residential land uses to the east of the project site are the sensitive receptors of most concern as they relate to project construction noise, based on their proximity to the project site. Additionally, if the project is built in phases, new residents could be exposed to construction noise levels while subsequent phases are being completed. Table 4.11-6 provides the estimated maximum noise levels each existing sensitive receptor would be expected to experience during construction. Note that construction noise often varies significantly on a day-to-day basis, and the noise levels shown in the table represent a worst-case scenario.

Table 4.11-6: Estimated Construction Noise Levels at Sensitive Receptors

Receptor	Distance From Project Site (feet)	Maximum Noise Levels (L_{max}, dB)
Mobile-home residences along Fargo Avenue, Wichita Avenue, and Boise Street	50	90
Single-family residences along West Thornton Avenue and Fisher Street	150	81

Noise levels based on construction noise at 90 dB measured at 50 feet from project site; assumes a 6-dB reduction for each doubling of distance. Noise levels in this table depict peak levels and do not predict the 24-hour weighted average (CNEL).
Source: Michael Brandman Associates, 2007.

Maximum construction noise levels are estimated to be 90 dB at the residences along Fargo Avenue, Wichita Avenue, and Boise Street, and 81 dB at the residences along West Thornton Avenue and Fisher Street. Construction noise would last the duration of construction, although it would be the most noticeable during the initial months of intensive grading and building construction. Construction activity would be performed in accordance with the City Code requirements in order to minimize disruption to existing residents. In addition, mitigation is proposed below that would require noise attenuation measures to be incorporated into the proposed project. With the implementation of these noise attenuation measures, construction noise would be reduced to maximum extent feasible and, therefore, would be less than significant.

Level of Significance Before Mitigation

Potentially significant.

Mitigation Measures

MM NOI-4a At the time the grading permit application is submitted, the project applicant shall submit a construction noise mitigation plan to the City of Hemet for review and approval. The plan shall depict the location of construction equipment and describe how noise would be mitigated through methods such as, but not limited to, locating stationary noise-generating equipment (such as pumps and generators), as far as possible from nearby noise-sensitive receptors. Where practicable, noise-generating equipment will be shielded from nearby noise-sensitive receptors by noise-

attenuating buffers such as structures or haul trucks trailers. Onsite noise sources such as heavy equipment located less than 200 feet from noise-sensitive receptors will be equipped with noise-reducing engine housings. Portable acoustic barriers able to attenuate at least 6 dB will be placed around noise-generating equipment located within 200 feet of residences. Water tanks and equipment storage, staging, and warm-up areas will be located as far from noise-sensitive receptors as possible. The noise attenuation measures identified in the plan shall be incorporated into the project.

MM NOI-4b Construction activities shall adhere to the following noise requirements:

- All construction equipment shall utilize noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.
- Hours of construction shall comply with those established in Sections 30-32 of Division 1 of the City of Hemet Code of Ordinances. Those hours are weekdays from 6 a.m. through 6 p.m. during the months of June through September and from 7 a.m. through 6 p.m. during the months of October to May. Construction is permitted on Saturdays from 7:00 a.m. to 6:00 p.m. Construction is prohibited on Sundays.

Level of Significance After Mitigation

Less than significant.

Public Airport Noise Levels

Impact N-5	**The project is located within an airport land use plan and is within two miles of a public airport. However, the project would not expose people residing or working in the project area to excessive noise levels.**

Impact Analysis

Hemet Ryan Airport

The Hemet-Ryan Airport is located approximately 0.5 mile north of the project site. Based on future airport noise contours (see Exhibit 4.11-1), the northwestern corner of TTM 35393 of the project would fall within the 65-dBA and 60-dBA contours. The remaining portion of TTM 35393, as well as all of TTM 35392 and TTM 35394, would be outside of the future 60-dBA noise contours. Based on airport noise levels not expected to exceed 65 dBA, people residing or working in the project area would not be exposed to excessive noise levels. Impacts would be less than significant.

Airport Land Use Plan

The project is located within the Riverside County Airport Land Use Commission's Comprehensive Airport Land Use Plan (ALUP). Noise contours are a visual representation of equal points of noise exposure. Aircraft noise patterns typically follow aircraft flight tracks. The computer models that calculate and depict aircraft noise patterns use flight track data based on precise lines and arcs. These

computer-modeled tracks, however, are only representations of a wider swath of flight patterns actually flown at airports. Accordingly, irritation experienced by individuals from aircraft noise may occur in areas outside of published contours.

There are multiple sources for noise contours currently available for the Hemet-Ryan Airport, the 1992 ALUP and the Hemet-Ryan Airport Master Plan, and as discussed in the Airport Compatibility Analysis. The Hemet-Ryan Airport Future CNEL Contours from the Riverside County Integrated Project (RCIP) are the most recent contours and are shown in Exhibit 4.11-1. As discussed above under Hemet-Ryan Airport, the northwestern corner of TTM 35393 of the project would fall within the 65-dBA and 60-dBA contours. The remaining portion of TTM 35393, as well as all of TTM 35392 and TTM 35394, would be outside of the future 60-dBA noise contours. Based on airport noise levels not expected to exceed 65 dBA, people residing or working in the project area would not be exposed to excessive noise levels. The project would be compatible with the noise requirements of the ALUP and impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant.

Private Airstrip Noise Levels

Impact N-6	**The project is not within the vicinity of a private airstrip, and would not expose people residing or working in the project area to excessive noise levels.**

Impact Analysis

There are no private airstrips in the project vicinity. The nearest airport is the Hemet-Ryan Airport, located approximately 0.5 mile north of the project site. Potential impacts from the Hemet-Ryan Airport are discussed under Impact N-5 above. There would be no impact from private airstrips.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant.

4.12 - Population and Housing

4.12.1 - Introduction

This section describes the existing setting for population and housing and potential effects from project implementation on the site and its surrounding area. The purpose of this section is to evaluate current housing needs, growth projections, and project characteristics as a basis for evaluating potential impacts of the proposed project, and to identify any measures necessary to mitigate the impacts to population and housing. Descriptions and analysis in this section are based on information contained in the Page Ranch Planned Community Specific Plan (August 2004) as amended.

4.12.2 - Existing Conditions

The project site is currently unpopulated with no residential structures existing on the site. The northern portion of the project site is adjacent to New Stetson Avenue, the eastern boundary is New Warren Road, the southern boundary in Poplar Street, and Fisher Street primarily forms the eastern boundary. Warren Road in a major roadway that runs in a north-south direction and serves as primary access to the project site. The project site surrounds an active senior adult community on three sides which is bordered by Thorton Avenue, Fisher Street, Warren Road, and Mustang Way. Land east of Fisher Street is developed by existing single-family homes and the land immediately to the north, south, and west of the project site is vacant with some portions of the vacant land being used for agriculture.

Current General Plan and Land Use Designations

The current General Plan land use designations for the project site are TTM 35392—Manufacturing and Logistics, TTM 35393—Low Density Residential (5.0 du/ac), and TTM 35394—Rural Residential (1.0 to 2.5 du/ac).

Current Specific Plan Land Use Designations

The current Specific Plan land use designations for the project site are TTM 32392—M-2 Industrial, TTM 35393—Low-Medium Density Residential (5.0 du/ac), and TTM 35394 is R-1(2.5 du/ac).

Population

According to the California Department of Finance, the City's population as of January 1, 2007 was 71,015. This represents a 2.4 percent increase from the January 1, 2006 population of 70,015. The SCAG has adopted population growth forecasts between the years 2010 and 2030 for the City of Hemet Between the years 2010 and 2030 the City of Hemet population is projected to increase by 97,931 persons (136.5%).

Table 4.12-1: SCAG Population and Housing Forcasts

City of Hemet	2010	2015	2020	2025	2030
Population (persons)	105,100	121,911	138,496	154,392	169,636
Housing (dwelling units)	45,449	53,293	61,237	69,071	76,836
Source: Southern California Association of Governments, 2007					

Housing

According to DOF data, there are 35,342 dwelling units within City limits, with an average of 2.306 persons per household (DOF 2007). Almost half (48%) of the housing units are single-family detached units (see Table 4.12-2).

Table 4.12-2: City/County Housing Estimates

	Total Pop.	Total Households	Persons / Household
City of Hemet	70,015	70,026	2.306
County of Riverside	2,031,625	1994,651	3.054
Sources: California Department of Finance, Form E-5, January 2007 (DOF 2007).			

According to the City of Hemet's General Plan, the anticipated number of dwelling units within the City at buildout is 96,983. This is based on the current land use designations within the City of Hemet, which are in turn based on projected population and housing need for the City. Accordingly, this represents the City's anticipated housing needs. This represents an increase of 71,639 (283%) from the year 2000 number of dwelling units (HEM 1992).

Regulatory Framework

Housing Element. State law requires each city and county to update the housing element adopted in the general plan every 5 years. The housing element is subject to detailed statutory requirements and mandatory review by the State Department of Housing and Community Development. Housing element law requires local governments to adequately plan to meet their existing and projected housing needs including their share of the regional housing need.

NOP Comments

During the NOP review period no comments were received in regard to Population and Housing.

4.12.3 - Thresholds of Significance

According to the CEQA Guidelines' Appendix G, Environmental Checklist, to determine whether impacts to population and housing are significant environmental effects, the following questions are analyzed and evaluated:

a.) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?

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

c.) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?

4.12.4 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the development of the project and provides mitigation measures where appropriate.

Population Growth

Impact PH-1	**Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?**
	[CEQA Population / Housing Threshold 12(a)]

Impact Analysis

Population

The proposed project will introduce population growth in the area with the construction of the proposed dwelling units. Under the current land use designations in the Page Ranch Planned Community, using the average household size for the City of Hemet, the total buildout population of the project site is approximately 1,863 persons, as shown in Table 4.12-3.

Table 4.12-3: Population Under Current Land Use Designations

Land Use District	Density	Acreage	Dwelling Units	Population[1]
Low Density Residential	2.5 units/acre	99.4	248.5	573
Low-Medium Density	5 units/acre	68.8	344	793
Industrial	0	45.6	0	0
Total		**213.8**	**592.5**	**1,366**
Based on average household size of 2.306(rounded)				

Under the project proposed land use designations, the total population at buildout will be 2,292 persons, as shown in Table 4.12-4.

Table 4.12-4: Population Under Proposed Land Uses

Land Use	Density	Acres	Dwelling Units[1]	Population[2]
Low-Medium Density	5 units/ac	213.8	852	1,965

[1] Based on actual number of lots shown on Tentative Tract Maps 35392, 35393, and 35394
[2] Based on average household size of 2.306 persons (rounded)

The proposed project would increase the population growth within the three planning areas for TTMs 35392, 35393, and 35394 by 602 persons over what was planned in the original Page Ranch Community Plan for the project site. However, the overall net increase in population would be 115 persons as shown in Tables 4.12-5 and 4.12-6 below:

Table 4.12-5: Adopted Specific Plan Population and Housing

Planning Area	Land Use	Acreage	Dwelling Units	Population[1]
III	Industrial (2)	218.2	894	2,602
IV	Industrial	91.4	0	0
VI	Low Density	236	708	1,636
VII	Low Medium	143	715	1,649
X	N/A	N/A	N/A	N/A
XI	N/A	N/A	N/A	N/A
XII	N/A	N/A	N/A	N/A
XIII	N/A	N/A	N/A	N/A
Total		**688.6**	**2,317**	**5,343**

Based on average household size of 2.306 (2) PAIII has multiple designations. PA XII is industrial.

Table 4.12-6: Estimated Population with Specific Plan Amendment

Planning Area	Land Use	Acres	Dwelling Units	Population[1]
III	Low Density	211.9	894	2,062
IV	Industrial	52.1	0	0
VI	Low Density	117.7	353	814
VII	Low Medium	38.5	193	445
X (TTM 39354)	Low Medium	99.4	391	902
XI (TTM 39353)	Low Medium	68.8	308	710
XII (TTM 39352)	Low Medium	45.6	155	357
XIII	Low Density	24.4	73	168
Total		**658.4**	**2,367**	**5,458**

[1] Based on 2.306 persons per dwelling unit (rounded)

The project population increase would increase the overall estimated build-out population of the Page Ranch Community Plan primarily due to changing Planning Area XII for TTM 35392 from Industrial to Residential and increasing the density in Planning Area VI for TTM 35394 from 2.5 du/ac to 5.0 du/ac. The overall population increase in the Specific Plan is 438 persons representing an 8.1 percent increase. The project would contribute towards the City's housing needs, consistent with the City's Housing Element and General Plan. It would also allow for more compatible land uses adjacent to existing residential land uses by being an extension of the existing active senior housing development in the area (TTM 32592). The housing is consistent with current and anticipated needs based on population projections. Therefore, the project would contribute to the City of Hemet's housing needs and provide a benefit to the City.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant.

Housing Displacement / Replacement Housing

Impact PH-2	**Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?** **[CEQA Population / Housing Threshold 12(b)]**

Impact Analysis

The project site is currently vacant. Therefore, implementation of the project will not displace substantial numbers of existing housing and no impact to existing housing is anticipated.

Level of Significance Before Mitigation

No impact.

Mitigation Measures

No impact.

Level of Significance After Mitigation

No impact.

Population Displacement / Replacement Housing

Impact PH-3	**Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?** **[CEQA Population / Housing Threshold 12(c)]**

Impact Analysis

The proposed project site is vacant and no persons permanently reside on the site. Therefore, development of the proposed project will not displace substantial numbers of people.

Level of Significance Before Mitigation

No impact.

Mitigation Measures

None required.

Level of Significance After Mitigation

No impact.

4.13 - Public Services

Introduction

This section describes the existing public services setting and potential effects from project implementation on the site and its surrounding area. Descriptions and analysis in this section are based on information contained from the City of Hemet Police and Fire Departments and the Hemet Unified School District.

4.13.1 - Existing Conditions

The City of Hemet has undergone rapid growth during the past decade. The project site is composed primarily of undeveloped, vacant and agricultural land so that there has been little need for public services related to the project site. However, recent residential development in the area has increased the demand for public services in the immediate vicinity of the project site.

Fire Services

The City of Hemet Fire Department currently provides fire protection and suppression services for the project area. The Fire Department operates five fire stations, with Fire Station No. 4 at 1035 Cawston Avenue located approximately 2.5 miles from the project site, which is the nearest fire station.

Police Services

The City of Hemet Police Department provides police protection services for the project area. The City of Hemet Police Department is located at 450 E. Latham Street in the City of Hemet approximately 4 miles north of the project site. In addition, there are two substations that service the City of Hemet. Both substations are on Florida Avenue; one located at 3663 W. Florida Avenue approximately 2.5 miles north of the project site, and the other located at 2047 E Florida Avenue approximately 5 miles northeast of the project site. The current average response time in the City is 3 to 5 minutes. The City of Hemet Police Department has set an average response time of 7 minutes as a threshold, and a ratio of 1.3 police officers per 1,000 residents in sizing the police force.

School Services

The entire project site is located within the Hemet Unified School District (HUSD). Currently Winchester Elementary and West Valley High School service the project area. The HUSD has indicated that enrollment at all of these schools is currently at capacity and new school facilities are needed.

4.13.2 - Regulatory Framework

City of Hemet General Plan

Public Service standards are contained in the City of Hemet General Plan **Public Safety Element**, which identifies natural and human-caused hazards in the community, and addresses the City's plans to provide a high level of public safety services, and the **Community Facilities and Services**

Element, which addresses all community facilities and services provided within the community, including parks, schools, libraries, water and sewer facilities, utilities, solid waste services, etc.

NOP Comments

During the NOP review period no comments were received in regard to Public Services.

4.13.3 - Thresholds of Significance

According to the CEQA Guidelines' Appendix G, Environmental Checklist, to determine whether impacts to public services are significant environmental effects, the following question is analyzed and evaluated for the public service identified:

> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
>
> a.) Fire Protection?
>
> b.) Police Protection?
>
> c.) Schools?
>
> d.) Parks?
>
> e.) Other public facilities?

4.13.4 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the development of the project and provides mitigation measures where appropriate. The project proposes 852 single-family residences with a projected population of 1,968 persons. The residential nature of the proposed project would require service from several City agencies, and its impact upon them is discussed below.

Fire Protection

Impact PS-1	**Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for Fire Protection?** **[CEQA Public Services Threshold 13(a)]**

Impact Analysis

Fire Services

Fire Station No. 4, located near the intersection of Cawston Avenue and Devonshire Avenue approximately 2.5 miles from the project site, serves the project area. Response time is 4 to 6 minutes

to the furthest point on the project site. No significant impacts would occur on existing fire services as a result of the proposed project.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant.

Police Protection

Impact PS-2	**Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for Police Protection?** **[CEQA Public Services Threshold 13(b)]**

Impact Analysis

Police Services

The response time to the project site is approximately 3-5 minutes if no additional calls are waiting for response. The proposed project is within the acceptable time frame of 7 minutes for response times and will not be a significant impact on the current level of police protection. The proposed General Plan that is currently be prepared is recommending a ratio of 1.3 sworn police officers per 1,000 population. The Police Department currently has 88 sworn officers and a population of 70,015 as of January 2007 based on California Department of Finance figures. This represents a current ratio of 1.25 officers per 1,000 population. Based on a projected population of 1,964 persons the project will generate the need for an additional 2.4 police officers to maintain the existing service levels.

Additional police officers are typically funded by sales tax revenue and property taxes. According to a study, as part of the General Plan Update currently underway, prepared by Jihn Husing Ph.D., dated September 20, 2005 and entitled "Hemet Demographic, Economic and Quality of Life" (HEM X), in 2004, Hemet's total taxable sales reached a record $891.6 million. The city's sales have grown continuously throughout its recent history, except for a small drop in 1991 due to the Southland's post-Cold War recession. From 1990-2004, the Hemet's sales volume rose $553 million or 163.3 percent. Inflation was just 42.5 percent in this period, indicating that the volume of trade in the City far more than doubled. No significant impacts are expected given the City's historical ability to provide adequate police services commensurate with development.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant.

Schools

Impact PS-3	**Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for Schools?** **[CEQA Public Services Threshold 13(c)]**

Impact Analysis

School Services

The HUSD has indicated that it is expecting enrollments to continue increasing and has been accommodating growth by building new schools. The HUSD Facilities Master Plan (August 2004) indicates that the current HUSD student generation rates are 0.40 students per household for elementary schools, 0.175 students per household for middle schools, and 0.225 students per household for high schools. TTM 35392 and TTM 35394 are age-restricted housing which are proposed to be part of the existing Del Webb Community. TTM 35393 which consists of 391 units is not age-restricted. Using these generation factors, TTM 35393 will generate approximately 156 elementary school students, approximately 68 middle-school students, and approximately 88 high-school students.

The District received approval for two school sites from the California Department of Education, Page Ranch Elementary and Freedom Middle School which are adjacent to TTM 35393. At present, the District is in the process of coordinating utility and drainage plans with the developer TTM 35393. These schools will serve students in the project area.

Payment of developer fees are considered adequate mitigation for individual project impacts under CEQA. The proposed project will fully mitigate its incremental contribution to this cumulatively considerable impact through payment of fees. This is a mandatory requirement. No additional mitigation is required.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant.

Parks

Impact PS-4	**Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for Parks?** **[CEQA Public Services Threshold 13(d)]**

Impact Analysis

The proposed project would have 852 single-family units which would have a population of 1,965 residents (852 units times 2.306 persons per household). These additional residents would generate a need for parkland, and recreational facilities according to the City's Quimby standard as implemented by City Municipal Code Section 70-285. The project site is located within the Page Ranch Specific Plan, which has designated 130 acres as Open Space/Recreation. With compliance to City Municipal Code Section 70-285, no other mitigation is required.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant.

4.14 - Recreation

Introduction

This section describes the existing setting for recreation and potential effects from project implementation on the site and its surrounding area. Descriptions and analysis in this section are based on information contained in the 1991 City of Hemet Existing Setting Report, 1992 City of Hemet General Plan, and the City of Hemet Parks website available at the City of Hemet Planning Department.

4.14.1 - Existing Conditions

City Facilities

The City of Hemet Park System includes 15 parks. The City facilities, including the Valleywide Recreation and Park District, totals approximately 650.75 acres, as described in Table 4.14-1 below.

Table 4.14-1: City of Hemet Park System

Park	Location	Acres	Facilities/Activities
Bill Gray Park	25330 Lake Street	5.00	Picnic and play area, half basketball court, and baseball diamond.
Brubaker Park	3703 W. Harrison	60.00	Basketball court, playground, picnic tables. There is an adjacent softball field complex operated by Hemet Youth Baseball and several other softball fields in operation.
Edward J. Rodeghier Green	Acacia & Palm Avenues	0.25	Park benches
Gibbel Park	Kirby & Devonshire	11.00	Children's play area, ball field, a half basketball court, restrooms, 2 lighted tennis courts, lawn bowling green, horseshoe pits, picnic areas and large turf area.
Jerry Searl Youth Sports Park	1001 N Buena Vista Avenue	10.00	3 ball diamonds, soccer field, picnic area and restrooms, and playground.
Louis M. Jackson Park	25175 Fairview	10.00	Indoor basketball court, racquetball court, child care, youth and adult sports, instructional classes, meeting rooms, full service kitchen, activity rooms, restrooms, children's playground, and 3 baseball diamonds.
Mary Henley Park	Kirby & Johnston	16.00	Playground area, half basketball court, picnic tables, shade structures, a portable restroom, large turf area, 3/4 mile marked walking path/sidewalk.
Santa Fe Field	252 So. Santa Fe Street	10.00	Lighted softball field and radio controlled car track
Simpson Park	28505 Rawlings Road	483.50	Naturally set park overlooking Hemet valley. Views of valley, mountains, Diamond Valley Lake. Permanent park rangers; hiking and nature walks.

Table 4.14-1: City of Hemet Park System (Cont.)

Park	Location	Acres	Facilities/Activities
Spencer Park	Palm & Stetson Avenues	0.50	City park with picnic tables for passive uses
Valle Vista Community Center	Fairview & Acacia Avenues	0.25	Multipurpose room, gym and conference area.
Valle Vista Park	25175 Fairview	4.00	Picnic shelter, play area, horseshoe pit and open turf area.
Valleywide Recreation & Park Dist.	901 W Esplanade Ave. San Jacinto	36.00	22,000 sq. ft. sports center, 6 lighted tennis courts, 7 baseball diamonds, 6 soccer fields, picnic areas, BBQs, play equipment, batting cages, outside basketball, volleyball, and horseshoes.
Weston Park	700 E. Florida Ave.	4.00	Shuffleboard courts, restrooms, playground, basketball court, and turf area.
Welch Memorial Green	Florida Ave. & Buena Vista	0.25	City park and picnic table benches.
TOTAL		**650.75**	

Source: John Huising

The County of Riverside operates and maintains several facilities that are accessible to the City residents. These include Maze Stone Park, Lake Skinner Park, Double Butte Park, San Jacinto River Park, Lawler Lodge Park, Idyllwild Park, Diamond Valley Lake, and McCall Memorial Park.

The City of Hemet's park and recreational facilities are supervised and maintained by four different agencies: the City of Hemet, Valleywide Recreation and Park District, the HUSD, and the Riverside County Department of Parks and Recreation. The proposed project would be served by Brubaker Park, located at 3703 W. Harrison.

Specific Plan

The Land Use Plan for the Page Ranch Specific Plan, including the amendments that have occurred over time with the residential developments, denotes approximately 108 acres of Open Space/Preserve areas and 130 acres of Open Space/Recreation (see Exhibit 4.14-1 and Exhibit 4.9-2, *Existing Land Use*, Section 4-9).

The Specific Plan EIR addresses recreation within its Open Space and Conservation element. In the Open Space and Conservation description of the environmental setting, Section 3.9, the only mention of recreational facilities is that the San Diego Aqueduct right-of-way is indicated as a regional bicycle trail on the County's Bicycle Trail Plan. The Open Space and Conservation impact analysis, in Section 4.4.9 of the Specific Plan EIR, indicates that the Hemet General Plan recommends a community park of between 30 and 40 acres to serve Hemet and the developments serving the City. No mitigation measures are recommended in the Specific Plan EIR for Open Space and Recreation.

NORTH

Michael Brandman Associates

22660014 • 01/2008 | 4.14-1_open_space_acreage.mxd

Exhibit 4.14-1
Open Space Acreage

RANCHO DIAMANTE
EIR PHASE II

4.14.2 - Regulatory Framework

State

Quimbly Act

California Government Code Section 6675-6678, known as the Quimby Act, enacted in 1975 and amended in 1982, authorizes cities and counties to pass ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements. The Quimby Act set the standard of 3-5 acres per 1,000 residents as "adequate" open space acreage in jurisdictions.

City of Hemet

1992 General Plan

The Performance Standard for Parks and Recreation Facilities adopted in the 1992General Plan is as follows:

> *Five (5) acres per 1,000 population of park land and/or recreational facilities will be provided.*

Municipal Code

Under Article X of the Municipal Code a park development fee or dedication of land is required for certain developments. Under Section 70-282 of the Municipal Code, the City parkland standard is 5 acres per 1,000 people residing within the city.

NOP Comments

During the NOP review period no comments were received in regard to Recreation.

4.14.3 - Thresholds of Significance

According to the CEQA Guidelines' Appendix G, Environmental Checklist, to determine whether impacts to population and housing are significant environmental effects, the following questions are analyzed and evaluated:

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

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

4.14.4 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the development of the project and provides mitigation measures where appropriate.

Increase Use of Parks

Impact R-1	**Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?** **[CEQA Population / Housing Threshold 14(a)]**

Impact Analysis

The proposed project would result in the development of 852 dwelling resulting in an increase in population of approximately 1,965 persons (see Section 4.12, Population and Housing, of this DEIR). Based on the City of Hemet Municipal Code requirement of 5 acres of parkland per 1,000 residents, the development would create a need for approximately 9.8 acres of parkland.

The proposed project is also part of the larger Page Ranch Specific Plan, which is providing the City with approximately 130 acres of open space/recreational land and approximately 108 acres of open space/preserve areas. While the project residents would increase the use of these community and regional parks, the parks were established for their use and substantial physical deterioration of the facilities is not anticipated. As a result, impacts to parks and recreation facilities are less than significant.

Level of Significance Before Mitigation

Less then significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant.

Recreational Facilities Physical Effect on Environment

Impact R-2	**Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?** **[CEQA Population / Housing Threshold 14(a)]**

Impact Analysis

The proposed project includes open space in each tract, for a combined acreage of 45.3 acres. TTM 35392 includes approximately 10.2 acres of open space, TTM 35393 includes approximately 15.4 acres of open space, and TTM 35394 is estimated to contain 16.3 open space acres. These facilities are not anticipated to result in an adverse physical effect on the environment and are instead anticipated to contribute positively to the environment through the creation enjoyable open space.

The project is also providing an open space preserve area of a little over three acres along Old Warren Road. This preserve area is a benefit to the environment as it preserves existing vernal pools and the associated habitat. Therefore, the preserve area will not have an adverse physical impact effect on the environment.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant.

4.15 - Transportation

Introduction

This section describes the existing setting for transportation and potential effects from project implementation on the site and its surrounding area. Descriptions and analysis in this section are based on information contained in the *Rancho Diamante Phase II Traffic Impact Analysis* prepared on May 8, 2007 by Urban Crossroads, included in this EIR as Appendix Q.

The project area contains the following existing local roadways that provide access to the project site:

- **Warren Road** – This north-south, two lane undivided roadway is classified as a Secondary Highway in the City of Hemet Circulation Element, with an 88-foot right-of-way.
- **Mustang Way** – This east-west, two lane undivided roadway is classified as a Secondary Highway in the City of Hemet Circulation Element, with an 88-foot right-of-way.
- **Stetson Avenue** – This east-west, two lane undivided roadway is classified as a Secondary Highway in the City of Hemet Circulation Element, with an 88-foot right-of-way.
- **Fisher Street** – This north-south, four lane divided roadway is classified as a Secondary Highway in the City of Hemet Circulation Element, with an 88-foot right-of-way.
- **Thornton Avenue** – This east-west, two lane undivided roadway is classified as a Local Collector in the City of Hemet Circulation Element, with a 60-foot right-of-way.

Regional access is provided by the following roadways:

- **Florida Avenue** – This east-west, two lane undivided roadway is classified as a Secondary Highway in the City of Hemet Circulation Element, with an 88-foot right-of-way.
- **Domenigoni Parkway** – This roadway is classified as an Urban Arterial with a 152-foot right-of-way in both the Riverside County Circulation Element and the City of Hemet Circulation Element.

Existing Average Daily Traffic (ADT)

Traffic along a roadway segment (i.e., point between two intersections) is measured in Average Daily Traffic (ADT). ADT volumes were based upon actual 24-hour counts. The current ADT volumes for the above referenced roadways are as follows:

- Warren Road (between Mustang Way and Poplar St.) – 13,000 trips;
- Mustang Way (between Fisher St. and Warren Rd.) – 4,600 trips;
- Stetson Avenue (between Warren Rd. and Cawston Ave.) – 11,000 trips;
- Fisher Street (between Mustang Way and Thorton Ave.) – 1,000 trips;
- Thornton Avenue (between Cawston Ave. and Warren Rd.) – 1,400 trips;
- Florida Avenue (Between Warren Rd. and Winchester Rd.) – 31,000 trips; and
- Domenigoni Parkway (between Winchester Rd. and Warren Rd.) – 30,900 trips.

Existing Level of Service (LOS)

The Level of Service (LOS) measures intersection traffic delay, which use the Intersection Delay Method as outlined in the Highway Capacity Manual (2000). There are six qualitative categories of LOS (A through F). There are two peak traffic periods in a weekday. The morning peak period is between 7 a.m. and 9 a.m., and the evening peak period is between 4 p.m. and 6 p.m. Table 4.15-1 summarizes the Level of Service definitions.

Table 4.15-1: Level of Service Definitions

Level of Service (LOS)	Description	Average Total Delay Per Vehicle (seconds)	
		Signalized	Unsignalized
A	Extremely favorable progression	0 - 10.00	0 - 10.00
B	Good progression	10.01 - 20.00	10.01 - 15.00
C	Fair progression	20.01 - 35.00	15.01 - 25.00
D	Noticeable congestion	35.01 - 55.00	25.01 - 35.00
E	Poor progression; high delay; high volume to capacity ratios	55.01 - 80.00	35.01 - 50.00
F	Very poor progression; unacceptable to most drivers; over-saturation; long cycle lengths	80.01 and up	50.01 and up

Source: Highway Capacity Manual, 2000.

The existing delay and LOS for intersections in the vicinity of the project are shown in Table 4.15-2. The study area intersections currently operate at a LOS D (the generally accepted standard for the City of Hemet.) or better during the peak hours for existing traffic conditions, except for the following intersections that operate at a LOS F during the peak hours.

Winchester Road (NS) at Domenigoni Parkway (EW) –LOS F, p.m.

- Warren Road (NS) at Stetson Avenue (EW) – LOS F, p.m.
- Warren Road (NS) at Mustang Way (EW) – LOS F, a.m.
- Sanderson Avenue (NS) at Thorton Avenue (EW) – LOS F, a.m. and p.m.

Table 4.15-2: Existing (2007) Intersection Delay and Level of Service (Without Project)

Intersection	Existing Traffic Control	Existing Peak Hour Delay (Seconds)- and LOS[1]	
		Morning	Evening
Winchester Rd. (NS) at:			
Florida Ave. (EW)	TS	21.3 – C	270. – C
Simpson Rd. (EW)	AWS	14.5 – B	18.3 – C
Domenigoni Pkwy. (EW)	TS	43.9 – D	* – F
Warren Rd. (NS) at:			
Florida Ave. (EW)	TS	38.8 – D	33.3 – C
Whittier Ave. (EW)	CSS	15.0 – C	13.0 – B
Stetson Ave. (EW)	AWS	28.0 – D	** – F
Mustang Way (EW)	CSS	* – F	32.2 – D
Simpson Rd. (EW)	CSS	13.7 – B	15.6 – C
Domenigoni Pkwy. (EW)	TS	15.1 – B	17.7 – C
Fisher St. (NS) at:			
Mustang Way (EW)	CSS	13.4 – B	12.2 – B
Cove St. (EW)	CSS	9.3 – A	9.1 – A
Cawston Ave. (NS) at:			
Stetson Ave. (EW)	TS	24.0 – C	23.3 – C
Mustang Way (EW)	AWS	16.4 – C	9.1 – A
Wentworth Dr (EW)	CSS	9.1 –A	9.3 –A
Thorton Ave (EW) – East	CSS	18.4 – C	14.3 – C
Thorton Ave (EW) – West	CSS	17.8 - C	13.3 – B
Page Plaza (NS) at:			
Stetson Ave (EW)	TS	11.4 - B	14.4 - B
Sanderson Ave. (NS) at:			
Florida Ave. (SR-74) (EW)	TS	35.7 – D	49.4 – D
Acacia Ave. (EW)	TS	20.1 – C	49.4 – D
Wentworth Dr (EW)	TS	11.0 – B	11.3 – B
Tanya Ave (EW)	TS	20.3 – C	18.6 – B
Stetson Ave. (EW)	TS	47.2 – D	41.8 – D
Mustang Way (EW)	TS	42.3 – D	32.6 – C
Page Plaza	TS	15.1 – B	16.9 – B
Domenigoni Pkwy. (EW)	TS	17.9 – B	17.0 –B
Thorton Ave (EW)	CSS	* -F	78.9 –F

*Delay high, Intersection unstable, LOS F
**Volume/Capacity ratio> 1.0, LOS F
Source: Urban Crossroads, 2007

AWS = All way stop
CSS = Cross Street Stop
TS = Traffic Signal

Existing Traffic Signal Warrants

Based on a traffic signal warrant analysis, traffic signals appear to be currently warranted at the following intersections without the project traffic included:

- Winchester Road (NS) at Simpson Road (EW)
- Warren Road (NS) at Simpson Road (EW); Stetson Avenue (EW); Mustang Way (EW)
- Sanderson Avenue (NS) at Thorton Avenue (EW).

Existing Transit Service

Riverside Transit Agency Routes 74 and 79 along Mustang Way and Warren Road and Route 33 along Cawston Avenue are currently serving the project area.

NOP Comments

During the NOP review comments were received in regard to increases in traffic at the existing rail crossings along the BNSF Railway at Warren Road, Fisher Street, and Stetson Avenue. This is addressed under Impact T-8(b) below.

4.15.1 - Thresholds of Significance

According to the CEQA Guidelines' Appendix G, Environmental Checklist, to determine whether impacts to transportation are significant environmental effects, the following questions are analyzed and evaluated:

a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

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

e) Result in inadequate emergency access?

f) Result in inadequate parking capacity?

g) Conflict with adopted policies, plans or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)?

4.15.2 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the development of the project in relation to the CEQA Thresholds of Significance listed above and provides mitigation measures where appropriate.

The analysis is based on the following scenarios for traffic impacts:

- Year 2009 ***without*** the extension of Mustang Way (554 Senior Adult Detached Residential Units and 454 Single-family Residential Dwelling Units for a total of 1,008 units);
- General Plan Buildout with the project described above ***without*** the extension of Mustang Way.

Impact Analysis

Methodology

The project consists of three separate Tentative Tract Maps (TTMs) 35392, 35393, and 35394. Although the tracts are geographically in close proximity and partially adjacent to each other in some cases, the Urban Crossroads Traffic Impact Analysis divided the tracts into Traffic Analysis Zones (TAZ) for each tract as follows:

- TAZ 1: TTM 35393;
- TAZ 2: TTM 35394; and
- TAZ 3: TTM 35392.

Mitigation measures and improvements will be identified by TAZ in order to facilitate individual development timing for each tract. The locations for each TAZ correspond with the appropriate TTM number shown in Exhibit 3-1.

Traffic Increase

Impact T-1	**Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?** **[CEQA Transportation Threshold 15(a)]**

Project Traffic Generation

The traffic generated by a new development project is determined by multiplying an appropriate trip generation rate by the quantity and type of land use. Trip generation rates were determined for daily traffic, morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic. For purposes of this analysis, the Traffic Impact Analysis (TIA) assumed a maximum buildout for Rancho Diamante Phase II of 454 single-family dwelling units and 554 senior adult housing units (total 1,008 units). Project trip generation rates were based on data contained in the Institute of Transportation Engineers Trip Generation Manual (6^{th} edition, 1997). As shown in Tables 4.15-3 and 4.15.4, the TIA projected that approximately 6,401 trip ends per day with 451 vehicles per hour during the a.m. peak hour and 603 vehicles per hour during the p.m. peak hour. This is a reasonable worst case scenario.

Actual proposed units for TTM 35292 are 155 senior units, for TTM 35393 are 308 single-family units, and for TTM 35394 are 391 senior units (total 854 units). This represents a 15.2 percent decrease in the total project trip generation.

Table 4.15-3: Project Trip Generation

Time Period	Trips Generated by the Project
Morning Peak Hour	
Inbound	131
Outbound	321
Total	451
Evening Peak Hour	
Inbound	380
Outbound	223
Total	603
Total Daily Trips (all hours)	6,401
Source: Urban Crossroads TIA, Table 4-2A.	

Year 2009 Average Daily Traffic (ADT) Volumes

Once the project-related traffic is assigned to the existing street network and added to existing and future traffic volumes, the traffic impact can be assessed. Table 14.5-4 below shows a comparison of the ADT under existing conditions (without the project) and Year 2009 conditions.

Table 4.15-4: Average Daily Trips, Existing Conditions + Year 2009 Conditions

Roadway Segment	Existing ADT	Year 2009 ADT	Percent Difference
Warren Road (between Mustang Way and Poplar St.)	13,000	27,400	+110%
Mustang Way (between Fisher St. and Warren Rd.)	4,600	8,000	+ 73.9%
Stetson Avenue (between Warren Rd. and Cawston Ave.)	11,000	22,100	+ 100.9%
Fisher Street (between Mustang Way and Thorton Ave.)	1,000	2,000	+100%
Thornton Avenue (between Cawston Ave. and Warren Rd.)	1,400	300	+78.5%
Florida Avenue (Between Warren Rd. and Winchester Rd.)	31,000	61,600	+98.7%
Domenigoni Parkway (between Winchester Rd. and Warren Rd.)	30,900	44,400	+42.3%
TOTAL	**92,900**	**165,400**	**+78%**
Number and Percent of Total Trips Attributed to Project	0	6,401 (3.8%)	---
Source: Urban Crossroads TIA, Exhibits 3-H, 4-AC			

As Table 14.5-4 indicates, overall traffic in the project area and in the region surrounding the project is expected to increase significantly. This is a result of development that is projected to occur in the

region and is reflective of growth increases in this portion of Riverside County. The project's incremental contribution to increased traffic is 3.8 percent. However, this is a potentially significant impact for CEQA Transportation Threshold 15(a) above.

General Plan Buildout Average Daily Traffic (ADT) Volumes

Table 4.15-5 below shows a comparison of the ADT under existing conditions (without the project) and General Plan Buildout.

Table 4.15-5: Average Daily Trips, Existing Conditions + General Plan Buildout

Roadway Segment	Existing ADT	General Plan Buildout	Percent Difference
Warren Road (between Mustang Way and Poplar St.)	13,000	3,000	-97.6%
Mustang Way (between Fisher St. and Warren Rd.)	4,600	8,900	+ 93.4%
New Stetson Avenue (between Warren Rd. and Fisher St)	Roadway segment does nor presently exist	54,500	N/A
Fisher Street (between Mustang Way and Thorton Ave.)	1,000	3,800	+280%
Thornton Avenue (between Cawston Ave. and Warren Rd.)	1,400	1,900	+35.7%
Florida Avenue (Between New Warren Rd. and Winchester Rd.)	31,000	68,700	+121.6%
Domenigoni Parkway (between Winchester Rd. and Warren Rd.)	30,900	46,200	+49.5%
TOTAL	81,900	187,000	+128.3%
Number and Percent of Total Trips Attributed to Project	0	6,401 (3.4%)	---
Source: Urban Crossroads TIA, Exhibit 4-AE			

As Table 4.15-5 indicates, overall traffic in the project area and in the region surrounding the project is expected to increase significantly upon buildout of the General Plan (20 years +). It should be noted that the General Plan buildout scenario considers the potential for areas being annexed into the City of Hemet in the future which are currently within the City's Sphere of Influence and the construction and improvement of new roadways (i.e., New Warren Road, New Stetson Road, the realignment of State Route 79, and the Stetson Avenue/Grand Avenue Corridors). These factors result in different Average Daily Traffic (ADT) as compared to Year 2009 ADT described in Table 4.15-5 primarily due to redistribution of traffic on the various roadways.

As was the case with the Year 2009 ADT, the project will incrementally add to the overall traffic. The project's incremental contribution to increased traffic is 3.4%. However, this is a potentially significant impact for CEQA Transportation Threshold 15(a) above.

Year 2009 Level of Service (LOS)

Year 2009 Level of Service for was evaluated without the extension of Mustang Way. Based on this analysis, project area intersections are projected to operate at an acceptable LOS during the peak hours except for the following:

Winchester Avenue (NS) at:

- Florida Avenue (EW), LOS F at p.m. peak hour;
- Simpson Road (EW) LOS F at both a.m. and p.m. peak hour; and
- Domenigoni Parkway (EW) LOS F at both a.m. and p.m. peak hour.

New Warren Road (NS) at:

- Simpson Avenue (EW) LOS F at both a.m. and p.m. peak hour; and
- Domenigoni Parkway (EW) LOS F at both a.m. and p.m. peak hour.

Old Warren Road (NS) at:

- Florida Avenue (EW) LOS F at both a.m. and p.m. peak hour;
- Whittier Avenue (EW) LOS F at both a.m. and p.m. peak hour;
- Stetson Avenue (EW) LOS F at both a.m. and p.m. peak hour; and
- Mustang Way (EW) LOS F at a.m. peak hour.

Fisher Street (NS) at:

- Mustang Way (EW) LOS F at p.m. peak hour.

Cawston Avenue (NS) at:

- Mustang Way (EW) LOS F at p.m. peak hour.

Sanderson Avenue (NS) at:

- Florida Avenue (EW) LOS F at both a.m. and p.m. peak hour;
- Acacia Avenue (EW) LOS F at a.m. peak hour;
- Stetson Avenue (EW) LOS F at both a.m. and p.m. peak hour;
- Thorton Avenue (EW) LOS F at both a.m. and p.m. peak hour; and
- Mustang Way (EW) LOS E at a.m. peak hour.

The project's incremental contribution to increased traffic is 3.8 percent. However, this is a potentially significant impact for CEQA Transportation Threshold 15(a) above.

General Plan Buildout Level of Service (LOS)

The General Plan buildout impacts were derived from the proposed sub-regional travel demand model for long-range planning in the City of Hemet. The Urban Crossroads TIA adjusted some variables in the model to reflect flow conservation, reasonable growth, acceptable relationships between the forecast peak hour volume and daily volume on each individual intersection leg. It should be noted that General Plan Buildout volumes reflected the re-aligned State Route 79 and Stetson Avenue/Grand Avenue Corridors. Therefore, the intersection turning volumes may be lower than those described in the Year 2009 scenario. Based on the analysis, the study area intersections are projected to operate at acceptable LOS, without improvements, except for the following intersections:

Winchester Avenue (NS) at:

- Florida Avenue (EW) "F" both a.m. and p.m.;
- Simpson Road (EW) "F" both a.m. and p.m.; and
- Domenigoni Parkway (EW) "F" at p.m. only.

New Warren Road (NS) at:

- Simpson Avenue (EW) "F" both a.m. and p.m.;
- Domenigoni Parkway (EW) "F" both a.m. and p.m.;
- Florida Avenue (EW) "F" both a.m. and p.m.; and
- Whittier Avenue (EW) "F" both a.m. and p.m.

Old Warren Road (NS) at:

- Mustang Way (EW) "F" both a.m. and p.m.

Fisher Street (NS) at:

- Mustang Way (EW) "F" at a.m. only.

Cawston Avenue (NS) at:

- Wentworth Drive (EW) "F" both a.m. and p.m.;
- Stetson Avenue (EW) "F" both a.m. and p.m.; and
- Thorton Avenue (EW) "E" at p.m. only.

Sanderson Avenue (NS) at:

- Florida Avenue (EW) "F" both a.m. and p.m.;
- Acacia Avenue (EW)) "F" at p.m. only;
- Stetson Avenue (EW) "F" both a.m. and p.m.;
- Thorton Avenue (EW) "F" both a.m. and p.m.;
- Mustang Way (EW) "E" at p.m. only; and
- Domenigoni Parkway (EW) "F" both a.m. and p.m.

The project's incremental contribution to increased traffic is 3.8 percent. However, this is a potentially significant impact for CEQA Transportation Threshold 15(a) above.

Volume to Capacity (Segment) Analysis Year 2009

The Volume to Capacity (Segment) analysis for Year 2009 traffic is based on the peak hour link volume along a particular roadway segment (for example, Simpson Road between Winchester Road and New Warren Road). According to the City of Hemet staff, roadway segments are required to operate at level of Service "C" with a capacity of 1,520 vehicles per hour per lane.

Based on a criterion of 1,000 or more daily project trips on a segment, the following roadways have been analyzed:

Simpson Road:

- Between Winchester road and New Warren Road.

Domenigoni Parkway:

- Between Winchester road and New Warren Road.

New Warren Road:

- Between Simpson Road and Domenigoni Parkway.

Warren Road:

- Between Florida Avenue and Whittier Avenue;
- Between Whittier Avenue and Stetson Avenue;
- Between Stetson Avenue and New Stetson Avenue;
- Between Stetson Avenue and Mustang Way;
- Mustang Way and Poplar Street; and
- Poplar Street and Simpson Road.

Mustang Way:

- Between Warren Road and Fisher Street;
- Between Fisher Street and Cawston Avenue; and
- Between Cawston Avenue and Sanderson Avenue.

Based on the analysis contained in the TIA, all of the above roadway segments will be operating at LOS "C" or better in Year 2009 with the existing roadway improvements. No mitigation is required.

Volume to Capacity (Segment) Analysis General Plan Buildout

Under the General Plan buildout scenario without the Mustang Way extension, several of the roadway segments are projected to operate at unacceptable Level of Service. This is a potentially significant impact for CEQA Transportation Threshold 15(a) above.

Mitigation Measures

Onsite Mitigation Measures

The following mitigation measures are identified by Traffic Analysis Zone (TAZ) with the corresponding TTM for onsite improvements.

TAZ 1 (TTM 35393)

MM T-1a The developer shall construct the following on-site roadway improvements as described on Exhibit 10-A of the Rancho Diamante Phase II Traffic Impact Analysis dated May 8, 2007, as determined by the City Public Works Department:

- Construct Mustang Way at its ultimate half section width as a secondary roadway from Warren Road to Fisher Street in conjunction with development.
- Construct Poplar Street at its ultimate half section width as a collector roadway from Warren Road to Fisher Street in conjunction with development.
- Construct Warren Road at its ultimate half section width as a secondary roadway from Mustang Way to Poplar Street in conjunction with development.
- Construct Fisher Street at its ultimate half section width as a collector roadway from Mustang Way to Poplar Street in conjunction with development.
- Restrict Driveway #3 to the right in/out only by constructing a raised median within the driveway.
- Restrict Driveway #5 to right in/out and left in only by providing a painted median on Old Warren Road.
- On-site signing and striping shall be implemented in conjunction with detailed construction plans for the project site.
- Sight distance at the project entrance shall be reviewed with respect to Caltrans and City of Hemet sight distance standards at the time of preparation of final grading, landscaping, and street improvement plans.

- Provide stop sign control at the project driveway that intersect with public roadways that do not meet traffic signal warrants. Install traffic signal when warranted.

TAZ 2 (TTM 35394)

MM T-2a The developer shall construct the following on-site roadway improvements as described on Exhibit 10-C of the Rancho Diamante Phase II Traffic Impact Analysis dated May 8, 2007, as determined by the City Public Works Department:

- Construct New Stetson Avenue at its ultimate half section width as an Urban Arterial from New Warren Road to Old Warren Road in conjunction with development.
- Construct New Warren Road at its ultimate half section width as a Major Roadway from Stetson Avenue to the southerly project boundary in conjunction with development.
- Construct Warren Road at its ultimate half section width as a Secondary Roadway from New Stetson Avenue to the southerly project boundary in conjunction with development.
- Install a traffic signal at the intersection of Warren Road and New Stetson Avenue when warranted.
- Install a traffic signal at the intersection of New Warren Road and New Stetson Avenue when warranted.
- Install a traffic signal at the intersection of Warren Road and Mustang Way when warranted.
- Left turns out of Driveway #1 on New Warren Road shall be prevented in the future when the through volumes on New Warren Road have increased to the point where the City deems the restriction necessary.
- Left turns out of Driveway #2 on New Stetson Avenue shall be prevented in the future when the through volumes on New Stetson Avenue have increased to the point where the City deems the restriction necessary.
- On-site signing and striping shall be implemented in conjunction with detailed construction plans for the project site.
- Sight distance at the project entrance shall be reviewed with respect to Caltrans and City of Hemet sight distance standards at the time of preparation of final grading, landscaping, and street improvement plans.

- Provide stop sign controls at the project driveway that intersect with public roadways that do not meet traffic signal warrants.

TAZ 3 (TTM 35392)

MM T-3a The developer shall construct the following on-site roadway improvements as described on Exhibit 10-E of the Rancho Diamante Phase II Traffic Impact Analysis dated May 8, 2007, as determined by the City Public Works Department:

- Construct New Stetson Avenue at its ultimate half section width as a Major Roadway from the westerly project boundary to the easterly project boundary in conjunction with development.
- Construct Thorton Avenue at its ultimate half section (as appropriate) width as a Collector Roadway from the westerly project boundary to the easterly project boundary in conjunction with development.
- Construct Fisher Street at its ultimate full width as a Collector Roadway from Stetson Avenue to Thorton Avenue in conjunction with development.
- Install a traffic signal at the intersection of New Stetson Avenue and Old Stetson Avenue when warranted.
- Install a traffic signal at the intersection of New Stetson Avenue and Fisher Street when warranted.
- On-site signing and striping shall be implemented in conjunction with detailed construction plans for the project site.
- Sight distance at the entrance shall be reviewed with respect to standard Caltrans and City of Hemet sight distance standards at the time of preparation of final grading, landscaping, and street improvement plans.
- Provide stop sign controls at all project entrances that intersect with public roads that do not meet traffic signal warrants.

Off -Site Mitigation Measures

The following mitigation measures are recommended to mitigate the projects impacts on the regional road system.

MM T-4a Prior to the issuance of building permits, TTMs 35392, 35393, and 35394 shall pay their respective individual Transportation Uniform Mitigation Fee (TUMF).

MM T-4b Prior to the issuance of building permits, TTMs 35392, 35393, and 35394 shall coordinate off-site improvements for Rancho Diamante Phase II with the proposed Southwest Hemet Roadway Phasing and Financing Program. In the event that the

Southwest Hemet Roadway Phasing and Financing Program is not in effect at the time one or more of the subject TTMs (35392, 35393, or 35394) are ready to be issued building permits, this requirement may be waived by the Public Works Director.

MMT-4c The developer shall be responsible for the project's Fair Share Contribution for study area intersection improvements as shown in Table 8-1 "Year 2009 With Project without Schools Conditions" of the Rancho Diamante Phase II Traffic Impact Analysis dated May 8, 2007. The fair share percentage may be modified by the City Public Works Department based on actual number of units approved.

Level of Significance After Mitigation

Less than significant.

Level of Service Standards- Congestion Management Plan

Impact T-2	**Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? [CEQA Transportation Threshold 15(b)]**

Impact Analysis

The Riverside County Transportation Commission (RCTC) administers the Riverside County Congestion Management Program (CMP) which is applicable to the City of Hemet. Development that causes a CMP Roadway to fall to Level of Service "F" is required to mitigate the deficiency to LOS "E" or better. State Highway 79 (Winchester Road) and State Highway 74 (Florida Avenue) are CMP Roadways. According to the TIA, Winchester Road and Florida Avenue are projected to operate at Los "F" for both Year 2009 and General Plan Buildout. This condition is reflective of growth in this portion of Riverside County. This impact is considered potentially significant for CEQA Transportation Threshold 15 (b) above. However, the project is required to pay the TUMF, which is considered adequate mitigation for regional traffic congestion.

Level of Significance Before Mitigation

Potentially significant.

Mitigation Measures

See Mitigation Measure MM T-4a.

Level of Significance After Mitigation

Less than significant.

Air Traffic Patterns

Impact T-3	**Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?** **[CEQA Transportation Threshold 15(c)]**

Impact Analysis

See analysis under Section 4.7, Hazards and Hazardous Materials

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant.

Hazards

Impact T-4	**Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?** **[CEQA Transportation Threshold 15(d)]**

Impact Analysis

The project has the potential to change local traffic patterns, increase traffic levels, or change a location that results in substantial safety risks (threshold c). However, the traffic analysis by Urban Crossroads determined that the project would not create significant impacts as long as the proposed improvements were made, including contributions to area-wide traffic signals (threshold c).

The project is a compatible use with the surrounding area (all residential) and roadway and intersection designs will meet the City of Hemet roadway design criteria requirements insuring that roadway hazards are not created (threshold d).

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant.

Emergency Access

Impact T-5	**Result in inadequate emergency access?**
	[CEQA Transportation Threshold 15(e)]

Impact Analysis

The existing area is primarily served by Old Warren Road, Poplar Street, Fischer Street, Mustang Way, and Thorton Avenue. As part of the project development, roadways will be improved in the project area, thus enhancing emergency access

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

No additional Mitigation Measures required (refer to MM T-1a through MM t-4b.

Level of Significance After Mitigation

Less than significant.

Parking Capacity

Impact T-6	**Result in inadequate parking capacity?**
	[CEQA Transportation Threshold 15(f)]

Impact Analysis

This is a medium-density residential project. The lots in this project have two car garages; therefore have adequate parking capacity. Therefore, project impacts related to parking are less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant.

Conflict with Alternative Transportation

Impact T-7	**Conflict with adopted policies, plans or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)?**
	[CEQA Transportation Threshold 15(g)]

Impact Analysis

The project does not conflict with policies, plans, or programs supporting alternative transportation. There are forms of alternative transportation available on or near the project site. TTMs 35393 and 35394 will implement a Paseo system (a landscaped walkway system) that runs through those tract

maps. The Paseo system of pedestrian paths connect the residential units to the pocket parks and active adult community center. The project would also incorporate a meandering sidewalk along sections of Mustang Way, Warren Road, and Fischer Street. There are two bike lanes that run along the perimeter of the site. A Class 2 bike lane runs along Mustang Way between New Warren Road and Cawston Avenue. A Class 1 bike lane runs along Warren Road between Florida Avenue and Newport Road. The bike lanes, Paseo system, and meandering sidewalk may reduce vehicle trips and miles traveled by providing pleasant means of alternative transportation for local destinations within the project vicinity. Therefore, project impacts related to alternative transportation are less than significant.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures
None required.

Level of Significance After Mitigation
Less than significant.

Impact T-8 (a) Other Traffic Issues-Deletion of Mustang Way Extension

Impact Analysis
Mustang is designated as a Secondary Roadway (four lanes within a 78- to 100-foot right-of-way) by both the Riverside County General Plan Circulation Element (for the unincorporated area west of the City limits) and the City of Hemet General Plan Circulation Element. Mustang Way is proposed to traverse westerly and connect with New Warren Road.

Currently, Mustang Way (Harrison Street) exists as a four-lane roadway within an 88-foot right-of-way from Fisher Street to Old Warren Road. TTM 35394 as proposed does not have Mustang Way as part of its internal circulation system. Not extending Mustang way to New Warren Road as proposed in the Riverside County and Hemet Circulation Elements is considered potentially significant as it may impact the regional traffic network (see Exhibits 4.15-1 and 4.15-2).

The Traffic Impact Assessment prepared by Urban Crossroads for the project indicates that based on more detailed analysis as a result on development in the area, the Mustang Way extension between New Warren Road and Old Warren Road is not necessary. This determination was based on anticipated traffic volumes and intersection improvements that indicate that the operational traffic flow will not be significantly impacted. Further, under General Plan Buildout conditions, New Stetson Avenue is anticipated to operate as one of the main arterial roadways in the area and would be able to accommodate the diversion of traffic due to the deletion of the Mustang Way extension.

Level of Significance Before Mitigation
Less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant.

Impact T-8 (b) Other Traffic Issues- Railway Crossings

Impact Analysis

Burlington Northern Santa Fe (BNSF) operates the San Jacinto Branch Line that runs from the western City limits and terminates north of the City limits. According to the Riverside County Transportation Commission (2007), BNSF operates two or three short trains per year to transport potatoes during the harvest season. Due to the condition of the track, the train runs at approximately 10 to 15 mph. At this time there are no plans for freight service expansion or new passenger train service along the San Jacinto Branch Line. Due to the low volume of trains (3 per year during daytime) the rail line does not impact existing or future vehicle traffic or pedestrians significantly. The project will increase traffic volumes in the area as shown in Tables 4.15-4 and 4.15-5 above. As a result, there will be increased volumes at the Warren Road railway crossing (TTM 35394), the Fisher Street railway crossing (TTM 35392), and indirectly the Stetson Avenue railway crossing.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

4.16 - Utilities

Introduction

This section describes the existing utilities and service systems and potential effects from project implementation on the utilities and service systems.

4.16.1 - Existing Conditions

Electricity and Communication facilities

There are existing 115Kv, 33Kv and 12Kv facilities throughout the project site. Communication and 115Kv facilities enter the site from the east along Thornton Avenue. The facilities continue westerly along the south side of Thornton Avenue to just before Warren Road where they go southwesterly following the railroad alignment. 33Kv facilities enter the site from the east at the railroad alignment and continue southward along Fisher Street. The facilities then go westerly on the south side of Mustang Road to Old Warren Road where they turn southerly and continue to Simpson Road. There are several 12Kv circuits within the project area. One circuit is located on the same poles as the 115Kv facilities. Another circuit enters the site from the east at Mustang Road and Fisher Street. A third circuit is underground at Stetson Street and continues south on Old Warren Road to Mustang Road.

Natural Gas

A 4-inch medium pressure line exists on the south side of Mustang road at Fisher Street. A 2-inch medium pressure line exists in Fisher Street serving the existing subdivision on the west side of the street.

Water

The project is in an area that does not support substantial groundwater production. As a result, water supply to this project would be imported water obtained through the MWD.

Sewage

The EMWD provides wastewater treatment for the City of Hemet. The EMWD reclamation facility covers 255 acres in west San Jacinto. The existing operation capacity is 11 million gallons a day with an estimated ultimate expansion capacity of 27 million gallons a day.

Solid Waste

The City of Hemet provides solid waste collection. The refuse collection service is provided on a fee basis to all residents and businesses. The Lamb Canyon Sanitary Landfill operated by the County of Riverside Waste Management Department serves as the solid waste depository for the City of Hemet. The estimated closure date for the landfill is January 1, 2023.

4.16.2 - Regulatory Framework

California Energy Conservation Standards

Title 20 and 24 of the California Code of Regulations contains California Energy Conservation Standards for New Buildings. These regulations prohibit installation of fixtures unless the manufacturer has certified compliance with CEC regulations; sets the flow rates of all plumbing fixtures; addresses pipe installation; and prohibits the sale of non-conforming fixtures among other regulations.

Water Assessment Plan

Section 21151.9 of the Public Resources Code requires the adoption of a Water Assessment Plan whenever a new development meets any of the definitions stated in Section 10912 of the Water Code. The Water Assessment Plan must contain specified information pertaining to the availability of water to serve the new development. Among other elements, the water supply assessment must include a discussion regarding whether the City's "total projected water supplies available during normal, single dry, and multiple dry water years during a 20-year projection will meet the projected water demand associated with the proposed project in addition to the public water system's existing and planned future uses…"

Integrated Waste Management Act

Section 41780 of the Public Resources Code known as the Integrated Waste Management Act establishes diversion goals of California cities and counties for solid wastes. Other solid waste laws contribute to reductions in solid waste through recycling, composting, and transformation programs. Californians diverted more than 46 million tons of solid waste away from landfills and into recycling, composting, and transformation programs in 2006, for an estimated statewide diversion rate of 54 percent.

NOP Comments

During the NOP review period, no comments were received in regard to Utilities.

4.16.3 - Thresholds of Significance

According to the CEQA Guidelines' Appendix G, Environmental Checklist, to determine whether impacts to utilities and service systems are significant environmental effects, the following questions are analyzed and evaluated:

a.) Exceed wastewater treatment requirements of the applicable RWQCB?

b.) Require or result in the construction of new utilities and water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

c.) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

d.) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

e.) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

f.) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

g.) Comply with federal, state, and local statutes and regulations related to solid waste?

4.16.4 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the development of the project and provides mitigation measures where appropriate.

Wastewater Treatment

Impact U-1	**Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**
	[CEQA Utilities and Service Systems Threshold 16(a)]

Impact Analysis

The Hemet/San Jacinto Regional Water Reclamation Facility serves the project area. The facility is required to submit annual monitoring reports to the Regional Board by January 15 of each year to demonstrate compliance with discharge requirements. According to the State Water Quality Control Board, there are no enforcement actions involving the Hemet/San Jacinto Water Reclamation Facility in regard to wastewater treatment requirements at this time. The project does not involve activities (i.e., manufacturing, industrial etc.) that may discharge wastes into the sewer system that may impact wastewater treatment requirements. The project will not exceed wastewater treatment requirements.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant.

Electricity, Natural Gas, Telephone, Water or Wastewater Treatment Facilities

Impact U-2 **Require or result in the construction of new electrical, natural gas, telephone, water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

[CEQA Utilities and Service Systems Threshold 16(b)]

Impact Analysis

Estimated project utility requirements are summarized in Table 4.16-1 below.

Table 4.16-1: Projected Project Utility Use

Utility	Usage/Unit	Total*
Water Consumption Rate Project Consumption	200 gal./day per person	393,,000 gallons/day 440.21 acre-feet/year
Sewer Generation Rate Project Production	100 gal./day per person	196,500 gallons/day 71.72million gal./year
Electricity Consumption Rate Project Consumption	6,081 kWh/unit/yr	14,194 kWh/day 5.18 million kWh/year
Natural Gas Consumption Rate Project Consumption	6,665 c.f./unit/month	189,286 cubic feet/day 69.1 million cubic feet/year
Solid Waste Generation Rate Project Generation	2.5 lbs/day per person	4,913 pounds/day 897 tons/year
* based on 1,965 residents (852 proposed units x 2.306 persons/unit)		

Electricity

Implementation for the proposed project would result in the consumption of approximately 14,194 kilowatt-hours per day (kWh/day) of electricity at full occupancy, as shown in Table 4.16-1, Projected Project Utility Use. Based on the *Availability of Facilities and Existing Facilities/Utility Conflicts* technical report, existing facilities would be sufficient to provide services to the proposed project; however, some of the existing facilities would require undergrounding. Additionally, a planned sub-station (Magnesite Substation) may be required to fulfill all service needs. Coordination is typical between the applicant/developer and SCE to avoid any notable service disruptions during extension and upgrading of services and facilities. This typical coordination would also ensure that the nature, design, and timing of electrical system improvements are adequate to serve the proposed project. Therefore, with adequate coordination with SCE, development of the proposed project would not result in a significant impact on electrical services or facilities.

Natural Gas

The proposed project would result in the construction of 852 single-family residential units, resulting in a demand for approximately 189,286 cubic feet/day. The Southern California Gas Company has

indicated it can adequately serve the project by tying into existing main lines and installing new service lines within the project site. Therefore, no significant impact on existing natural gas facilities or services would occur due to development of the proposed project.

Water

The proposed project includes 854 new dwelling units, which would require approximately 393,000 gallons/day of domestic water. The Eastern Municipal Water District determined that it is able to provide adequate water supply to the proposed project. The proposed project would be required to construct all off-site and on-site water facilities needed to distribute water throughout the development area. Therefore, development of the proposed project would not result in a negative impact to water supply or facilities.

Telephone

Telephone service for the proposed project would be provided by Verizon. A service office, Homeland Central Office, exists which would provide service to the proposed project. Extension of conduits will be required to connect to the project site. With the exception of extending conduits to the project site, there will be no requirement for the construction of new telephone facilities or expansion of existing facilities. Therefore, impacts to telephone services are less than significant.

Wastewater Services

The proposed project is expected to generate approximately 196,500 gallons of wastewater each day. The EMWD provides sewer service for the proposed project. The Hemet/San Jacinto Regional Water Reclamation Facility serves the project area. According to information provided on the EMWD website, the Hemet/San Jacinto facility has typical daily flows of 7.8 million gallons a day (mgd). The facility has a capacity of 11 mgd with an ultimate expansion rate of 27 mgd. The Perris Valley Regional Water Reclamation Facility also receives sewage from Hemet of approximately 1.0 mgd. Perris Valley is operating with typical daily flows of 7.7 mgd with a capacity of 11 mgd. As neither of the wastewater treatment facilities are close to their maximum capacity and the project would add less than a quarter million gallons a day, the facilities would not need to expand to accommodate the project's sewage needs. Additional pipelines would be required to tie into an existing sewer connection in Stetson Avenue. With the exception of extending pipelines to the project site, there would be no requirement for the construction of new wastewater treatment facilities or expansion of existing facilities. Therefore, impacts to wastewater services would be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

All utility improvements constructed as part of the proposed project will meet applicable City and uniform codes (i.e., plumbing, fire, and building), including potable water, electrical cables and wiring, natural gas lines, solid waste containers and enclosures, and telephone lines. The City's

development review process and construction inspection program will assure that these improvements are constructed according to appropriate standards.

MM U-2a Waste Water. The proposed project will comply with all RWQCB wastewater treatment requirements.

MM U-2b Prior to the issuance of building permits, development plans shall be provided to EMWD, Southern California Edison, the Southern California Gas Company, Verizon, and other local utilities as they become available in order to facilitate engineering, design and construction of improvements necessary to provide water, electrical, natural gas, and telephone service to the project site.

MM U-2c Prior to the issuance of building permits, the applicant shall comply with the guidelines provided by Southern California Gas and Edison in regard to easement restrictions, construction guidelines, protection of pipeline easements, and potential amendments to right-of-way in the areas of any existing easements of these companies.

Prior to the issuance of building permits, development plans shall be provided to EMWD, Southern California Edison, the Southern California Gas Company, Verizon, and other local utilities as they become available in order to facilitate engineering, design and construction of improvements necessary

Level of Significance After Mitigation

Less than significant.

Stormwater Drainage Facilities

Impact U-3	**Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**
	[CEQA Utilities and Service Systems Threshold 16(c)]

Impact Analysis

The following drainage improvements will be required to accommodate storm water runoff.

TTM 35392 proposes five (5) drainage areas described as follows:

- **Drainage Area A:** Located at the northeasterly portion of site. The proposed storm drain at the northeasterly portion of Stetson Avenue will collect flows from Drainage Area A as well as the Mountain Shadows Mobile Home Park. These flows will be discharged to the Hemet Channel to the north.
- **Drainage Area B:** Located in the vicinity of the north end of Fischer Street. The proposed storm drain at the north end of Fischer Street will collect flows from Drainage Area B. These flows will be discharged to the Hemet Channel to the north.

- **Drainage Area C:** Located at the southeasterly portion of the site. The proposed storm drain at the at the southeasterly portion of the site, adjacent to Thorton Avenue, will collect flows from Drainage Area C, along with flows from existing Thorton Avenue. These flows will be discharged to the Thorton Channel to the east of Fischer Street. From there, the flows will be conveyed to the impoundment area at the southwest intersection of Fischer Street and Thorton Avenue
- **Drainage Area D:** Located on the west side of Fischer Street, south of New Stetson Avenue. The proposed storm drain in the proposed cul-de-sac west of Fisher Street will collect flows from Drainage Area D. From there, the flows will be conveyed to the impoundment area at the southwest intersection of Fisher Street and Thorton Avenue via a proposed storm drainpipe.
- **Drainage Area E:** Located at the proposed extension of Thorton Street, west of Fisher Street. Proposed catch basins will collect flows from Drainage Area E and ultimately conveyed to the Thorton Channel.
- **Drainage Area F:** Located on the westerly portion of the site. Flows from Drainage Area F will be collected in a proposed catch basin in the proposed cul-de-sac at the western most portion of the site and be conveyed to the Thorton Channel.

TTM 35393 includes turf-lined paseo swales generally located in an east-west direction in the center of the site and in a north-south direction in the northwestern portion of the site. The paseo widths and side slopes will vary to create a gently meandering channel through the paseo. Ultimately, flows from TTM 35393 will be conveyed into an earthen channel (Line 3B) to the existing detention basin at the southwesterly portion of the Rancho Diamante project site.

TTM 35394 includes a turf-lined paseos swales generally located in an east-west direction in the center of the site. The paseo widths and side slopes will vary to create a gently meandering channel through the paseo. Ultimately, flows from TTM 35394 will be conveyed into an earthen channel (Line 3B) to the existing detention basin at the southwesterly portion of the Rancho Diamante project site.

The City's development review process and construction inspection program will assure that these improvements are constructed according to appropriate standards. These are mandatory requirements and no specific mitigation is required.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant.

Water Supplies

Impact U-4	**Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**
	[CEQA Utilities and Service Systems Threshold 16(d)]

Impact Analysis

EMWD prepared a Water Supply Assessment Report for the Rancho Diamante Specific Plan dated May 7, 2003. The report addressed the availability of water to supply a project consisting of 629 acres and a maximum of 3,210 units. The Page Ranch Specific Plan is included within the water supply assessment. The Page Ranch Specific Plan Amendment will increase the number of dwelling units by approximately 190 dwelling units. Even with this increase, the project is below the 3,210-unit threshold identified water supply analysis (2,507 dwelling units).

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant.

Wastewater Treatment Capacity

Impact U-5	**Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**
	[CEQA Utilities and Service Systems Threshold 16(e)]

Impact Analysis

See analysis under Impact U-2 above.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant.

Landfill Capacity

Impact U-6	**Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**
	[CEQA Utilities and Service Systems Threshold 16(f)]

Impact Analysis

Solid Waste

According to the website of the California Integrated Solid Waste Management Board, local residents each generate an average of 2.0 pounds of solid waste per person per day. Since the project is proposed to have 854 units with 1,965 new residents, the project could generate as much as 3,930 pounds of solid waste per day. Table 4.12-1, Project Utility Use, estimates the amount of solid waste that could be generated by the proposed project.

The Lamb Canyon landfill is proposed to undergo expansion in overall disposal capacity from 8.3 million tons to 13.5 million tons. The County has implemented recycling programs, as required by state law, through its Source Reduction and Recycling Element. As long as the County has adequate landfill capacity available, the project should not produce any significant impacts related to solid waste. Since fees are collected for refuse collection services, increased service levels can be expanded and funded through user fees. Therefore, no significant impacts are anticipated with regard to solid waste collection or disposal.

The Riverside County Waste Management Department also requires the following data:

1) Truck trips attributed to the collection and transportation of wastes and recyclables from the project – Response: maximum one per week and accounted for in the project traffic study (not significant);

2) Air quality impacts associated with the collection and transportation of solid waste – Response: vehicle trips accounted for in the project traffic study and air pollutants generated by vehicles servicing the project site, including waste removal/recycling, are taken into account in the project air quality study under long-term impacts (not significant); and

3) Household hazardous wastes – County landfills do not accept hazardous wastes. The County operates regular programs/operations to routinely collect hazardous wastes from residential sources (i.e., residential round-ups, once a month collection locations, etc.). Response: Each new residence is expected to generate approximately 50 pounds of hazardous waste per year, according to data from the State Integrated Waste Management Board website. New project residents are expected to take advantage of these programs to a similar degree as existing County residents (not significant).

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant.

Legal Compliance for Solid Waste

Impact U-7	**Comply with federal, state, and local statutes and regulations related to solid waste?**
	[CEQA Utilities and Service Systems Threshold 16(g)]

Impact Analysis

Solid waste trash and recycling services will be provided to the project by Burrtec Waste and Recycling Services. Current programs implemented by the City include the following according to the California Integrated Waste Management Board (CIWMB):

- Source Reduction (waste reduction programs);
- Recycling (residential and business pick-up, special collection events);
- Composting (greenwaste pick-up); and
- Public Education (website information, public outreach).

In addition to the CIWMB mandated requirements, the City has ordinances regulating solid waste disposal. Based on the above analysis, the project will be required to be in compliance with mandatory regulations for solid waste. Based on the above analysis, no additional mitigation is required for CEQA Significance XVIg.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant.

4.17 - Climate Change and Greenhouse Gases

4.17.1 - Introduction

This section describes the existing air quality setting and potential effects from Project implementation on the site and its surrounding area. Descriptions and analysis in this section are based on information contained in the Climate Change Analysis prepared by MBA. The report is contained in Appendix R of this EIR.

In 2006, Governor Arnold Schwarzenegger signed AB 32, which charged the California Air Resources Board (ARB) with developing regulations on how the State would address climate change (also known as "global warming"). The ARB, the California Environmental Protection Agency, the U.S. Environmental Protection Agency (EPA), or other appropriate governmental organizations have not yet developed guidelines on how to prepare a CEQA assessment for climate change. Nevertheless, in absence of published CEQA thresholds, this analysis contains CEQA-level discussions that include thresholds of significance and determine the potential impact of the Project's greenhouse gases to conflict with the intent of AB 32. Note that this analysis is specific to the Project and may not apply to other projects in the City of Hemet.

4.17.2 - Existing Conditions

Climate change is a change in the average weather of the earth that may be measured by changes in wind patterns, storms, precipitation, and temperature. In California, climate change may result in consequences such as loss of snow-pack, increased risk of large wildfires, and reductions in the quality and quantity of certain agricultural products.

Gases that trap heat in the atmosphere are greenhouse gases, analogous to the way a greenhouse retains heat. The accumulation of greenhouse gases in the atmosphere regulates the earth's temperature to be suitable for life. However, human activities have increased the amount of greenhouse gases in the atmosphere. Some greenhouse gases can remain in the atmosphere for hundreds of years. The following is a brief description of the most common greenhouse gases.

- Water vapor is the most abundant, important, and variable greenhouse gas. It is not considered a pollutant; in the atmosphere, it maintains a climate necessary for life.
- Ozone is known as a photochemical pollutant and is a greenhouse gas; however, unlike other greenhouse gases, ozone in the troposphere is relatively short-lived and therefore is not global in nature. Ozone is not emitted directly into the atmosphere but is formed by a complex series of chemical reactions between volatile organic compounds, nitrogen oxides, and sunlight.
- Aerosols are suspensions of particulate matter in a gas emitted into the air through burning biomass (plant material) and fossil fuels. Aerosols can warm the atmosphere by absorbing and emitting heat and can cool the atmosphere by reflecting light.

Impact CC-1 Would the Project result in an increase in greenhouse gas emissions that would significantly interfere with California's ability to meet the reduction targets contained in AB 32?

Impact CC-2 Would the impacts of climate change significantly impact the Project?

Impact CC-3 Would the Project's greenhouse gas emissions contribute cumulatively to climate change?

The thresholds and the analysis contained below may not be relevant to other projects. The City has decided to utilize the most current strategies available until such a time that official standards and thresholds are developed. Therefore, this analysis does not establish thresholds for the City or set precedence for the type of analysis in a climate change analysis, as this discipline is still evolving and is expected to undergo multiple renditions before standards and thresholds are published.

4.17.5 - Project Impacts and Mitigation Measures

There are two ways to address climate change—on a project-level basis and a cumulative basis. Even though global climate change is cumulative in nature, CEQA requires both a project-level and a cumulative level approach. Therefore, both analyses are contained in this EIR.

There are resources available that provide strategies for reducing greenhouse gas emissions. Although compliance with these strategies is not required by law, these reduction strategies provide additional guidance in this new area of environmental protection. For this reason, they are discussed herein. Impacts to the Project from climate change are also addressed.

AB 32 Reduction Targets

Impact CC-1: Would the Project significantly hinder or delay California's ability to meet the reduction targets contained in AB 32?

There are no project-level thresholds to measure the significance of a project's impact on global climate change. Thus, a standard CEQA "significance" determination is difficult to make in this context. Nevertheless, the compliance with current California strategies to reduce greenhouse gas emissions is used to assess the significance of the Project's contribution to climate change. In addition, an inventory of greenhouse gas emissions is presented as well as an assessment of the feasibility of additional reduction options.

Inventory of Greenhouse Gases

Construction

The Project would emit greenhouse gases from the combustion of fuels from worker vehicles and construction equipment. Emissions of carbon dioxide from Project construction are shown in Table 4.17-1. The total of all phases of construction would result in 2,021 tons of carbon dioxide emissions (1,833 metric tons of carbon dioxide equivalents [$MTCO_2e$], or 0.0018 million metric tons of carbon dioxide equivalent [$MMTCO_2e$]).

Table 4.17-1: Project Greenhouse Gas Emissions during Construction

Phase	Carbon Dioxide Emissions (tons)	Emissions ($MTCO_2e$)
Mass grading	284	258
Fine grading	128	116
Trenching	9	8
Asphalt paving	50	45
Building	1,518	1,377
Coating	32	29
Total	2,021	1,833

Source: Climate Change Analysis, Appendix R.
$MTCO_2e$ = metric tons of carbon dioxide equivalent

Operation

During operation of the Project, greenhouse gases would be emitted from motor vehicles (cars and trucks visiting the project site), natural gas consumption, indirectly from electricity generation, indirectly from water transportation, landscape, fugitive refrigerants (air conditioning and refrigerators). A summary of the anticipated greenhouse gas emissions from operation of the Project is presented in Table 4.17-2.

Table 4.17-2: Project Greenhouse Gas Emissions during Operation (Unmitigated)

Source	Emissions ($MTCO_2e$)	Emissions ($MMTCO_2e$)
Motor vehicles	9,933	0.0099
Natural gas	3769	0.0038
Indirect electricity	1,894	0.0019
Hearth	4	0.0000
Water transport	666	0.0007
Landscape	11	0.0000
Refrigerants	2,766	0.0028
Total	**19,043**	**0.0190**

Source: Climate Change Analysis, Appendix R.
$MTCO_2e$ = metric tons of carbon dioxide equivalent
$MMTCO_2e$ = million metric tons of carbon dioxide equivalent, converted from $MTCO_2e$ by dividing by 1,000,000.

Compliance with State Strategies

To assess compliance with California strategies to reduce greenhouse gas emissions, two main documents are used. The first is the 2006 Climate Action Team Report to Governor Schwarzenegger (2006 CAT Report) and the second is the ARB's early action measures for AB 32.

2006 Climate Action Team Report and AB 32

One of the greenhouse gas emission reduction targets proposed through Executive Order S-3-05 is to reduce the state's greenhouse gas emissions to 1990 levels by 2020. AB 32 sets a mandatory requirement to achieve the same reduction.

The 2006 CAT Report is not in response to AB 32; however, the 2006 CAT Report introduces strategies that can be implemented by the ARB and other California agencies to reduce California's emissions to 1990 levels by 2020, which is the same target for AB 32. In addition, the 2006 CAT Report is consistent with the intent of AB 32. AB 32 contains a timeline for development and approval of strategies to reduce state emissions. The bulk of the strategies are not yet developed. Therefore, in the absence of climate change thresholds and standards, the strategies published for Executive Order S-3-05 are used for this analysis because it contains the most complete list of strategies as of the date of this analysis.

A full assessment of Project consistency with the 2006 CAT Report strategies is contained in the Climate Change Analysis contained in Appendix R. The Project is consistent with the applicable strategies except for the "Smart Land Use" strategy.

There are numerous ways to reduce greenhouse gas emissions in California. As discussed above, pursuant to Executive Order S-3-05, the California Climate Action Team prepared strategies for reducing greenhouse gases. In addition, pursuant AB 32, the State of California is in the process of formalizing strategies. Planning and land use decisions play an important role in reducing emissions related to energy consumption and transportation. One of the strategies in is the 2006 CAT Report is "smart land use," also known as smart growth. The 2006 CAT Report indicates that specific smart land use strategies include: promoting jobs/housing proximity and transit-oriented development; encouraging high density residential/commercial development along transit/rail corridors; valuing and congestion pricing; implementing intelligent transportation systems, traveler information/traffic control, incident management; accelerating the development of broadband infrastructure; and comprehensive, integrated, multimodal/intermodal transportation planning.

Smart growth is also known as "walkable communities," "new urbanist neighborhoods," "compact development," and "transit-oriented developments." Smart growth advocates for better access and less traffic by mixing land uses, clustering development, and providing transit options. It creates safe, convenient, attractive, and affordable neighborhoods. Because smart growth is typically denser, it leaves room for open space, which conserves our natural resources and provides communities with more parks and recreation.

Urban sprawl is the opposite of smart growth. It is the dispersion of a city over rural land and the fringes of the urban land. Sprawl is typically lower density single-family residential units, with a lack of activity centers and a lack of connectedness of the street network. People who live in sprawling communities typically have to drive more miles to get to work, school, and shopping centers. For

example, in sprawling Atlanta, vehicles drove an average of 34 miles each day for every person living in the region. In condensed Portland, Oregon, vehicles drive fewer than 24 miles per person per day. Another study found that residents of most walkable neighborhoods drive 26 percent fewer miles per day compared with those living in sprawling areas.

During 1992 and 1997, 1.2 million acres per year, or 7 million acres, of farm and ranch land was lost in the U.S. However, during 1982 through 1997, urbanized land grew by 47 percent but the U.S. population only grew by 17 percent. This would indicate that the U.S. is loosing potential farmland by building on it. The economic benefits of retaining open space, parks, and agriculture can strengthen existing communities, attract businesses, and avoid the costs of sprawl.

The proposed project has a minimum lot size of 5,000 square feet, or low-medium density residential with an average density of 3.9 units per acre. The project is proposing approximately 38.8 acres of open space, which would encompass approximately 18 percent of the total acreage on the site (213.8 acres). While the project would incorporate pedestrian friendly design, the nearest commercial uses to the project site are currently located approximately 2 miles from the proposed project, which is not within walking distance. For recreational purposes, the pedestrian friendly design in the project works well. However, it does not appear from the surrounding uses that the residents would be able to walk or bicycle to jobs and/or retail. There are three bus routes within ¼ mile of the project, which would encourage residents to take transit.

Overall, the project is not considered smart growth and, therefore, the proposed project does not comply with the "Smart Land Use" strategy to reduce California's greenhouse gas emissions to 1990 levels by 2020.

ARB Early Action Measures for AB 32

Under AB 32, the ARB has the primary responsibility to reduce greenhouse gas emissions in California. The ARB published a list of early action measures that it will take to reduce greenhouse gases in California. The ARB anticipates that these early action measures will reduce 2020 target emissions by 25 percent. Other measures will follow in the coming years.

A review of the ARB's reduction measures underway or to be initiated by the ARB in the 2007 to 2012 timeframe indicates that only a few measures would be applicable to the Project. Some of the measures are regulatory and some are non-regulatory. Many of the measures have not been considered by the ARB yet. Therefore, if the Project voluntarily chooses to be consistent with the strategies, then it would be consistent with the State's strategies to reduce climate change ahead of schedule.

The Cool Communities Program has strategies to incorporate cool roofs, cool pavements, and shade trees in an effort to reduce heating and cooling needs. With mitigation measure CC-1, the Project is consistent with this strategy.

Project Design Features that Reduce Greenhouse Gases

The Project has incorporated the following design features that would reduce greenhouse emissions.

- The "Paseo" system would allow for walking and bicycling destinations, reduce vehicle trips and miles traveled; and provide convenience for the recreation, and educational needs in close proximity to neighborhoods.
- A pedestrian bridge is proposed over Old Warren Road to link TTM 35394 with the community center in the existing Del Webb project. In addition, pedestrian access is provided to the Del Webb project from TTM 35392.
- There are two bike lanes that run along the perimeter of the site. A Class 2 bike lane runs along Mustang Way between New Warren Road and Cawston Avenue. A Class 1 bike lane runs along Warren Road between Florida Avenue and Newport Road.
- The project would incorporate onsite trees, which would sequester greenhouse gases.

Onsite Greenhouse Gas Reduction Opportunities

Although not required by statute or regulation, there are voluntary greenhouse gas reduction strategies available for projects to reduce greenhouse gas emissions. The Hemet General Plan includes air quality policies that potentially reduce energy use and vehicle miles traveled. The California Attorney General has commented on other projects and has provided suggestions on ways to reduce overall impacts. These policies and measures are assessed in the Climate Change Analysis (Draft EIR Appendix R). The applicable and feasible measures are contained as mitigation measures below.

Level of Significance Before Mitigation

Potentially significant.

Mitigation Measures

CC-1 Prior to approval of each Final Tract Map OR prior to issuance of grading permits, the applicant or merchant builders shall provide an "Energy and Water Efficiency Plan." The Plan shall provide implementation and design level details demonstrating inclusion of feasible energy and water efficiency measures. The Plan shall incorporate energy standards in effect at the time the plan is prepared, and commercially available technology or features. The Plan will be prepared to the satisfaction of the City of Hemet, Community Development Director. Design features to be included include but are not limited to the following:

a) Design to meet or exceed 2008 Title 24 requirements.

b) Use of cool paints on buildings and driveway areas.

c) Incorporation of a minimum of two deciduous shade trees on the south and west sides of each of the residential units.

d) Incorporation of energy efficient (EPA star rated or equivalent) appliances (i.e., dishwashers, washer, dryer, refrigerator, stoves, etc.) where they are provided by the developer.

e) Incorporation of energy efficient exterior lighting and compact fluorescent lights in residential units.

f) Tankless water heaters installed in the residential units. Additionally, water efficient fixtures and appliances shall be installed where feasible.

g) A Landscape Plan for the developer-installed landscaping pursuant to City of Hemet Ordinance, Article XLVIII, Landscaping and Irrigation shall be prepared. Included in the Plan shall be the following: the landscaping in the open space areas shall use drought-resistant plants; water efficiency training and certification shall be required for irrigation designers, installers, and managers; the Homeowner's Association(s) shall be audited for their water use to promote efficient water use; and there shall be restrictions on watering methods in the open space areas to prohibit systems that apply water to non-vegetated systems.

h) The residential areas shall have a limit on the amount of turf (grass) of a maximum of 25 percent of the total yard. There shall be no minimum grass area requirement.

i) Graywater and raincapture systems shall be offered to the homebuyers as an option. This option shall be actively advertised and demonstrated in all of the model homes.

CC-2 To reduce vehicle miles traveled and emissions associated with trucks and vehicles, the following measures shall be implemented to the satisfaction of the City of Hemet, Community Development Director:

a) Onsite bicycle storage parking shall be provided where designated by the City of Hemet Parks and Facilities Department.

b) The applicant shall pay its fair share contribution to traffic impact fees and coordinate with the City regarding intersections within the project vicinity, such that traffic passes more efficiently through congested areas. If signals are installed as part of the project, the applicant shall install the use of Light Emitting Diode traffic lights.

c) Bicycle lanes and sidewalks/pedestrian paths shall be incorporated into the project area, to connect project residences to schools, parks, and the nearest transit stop.

d) Work with the County of Riverside Transit Agency to determine if there is a need for a bus pull out area and benches on the project site. If there is a need, they shall be installed at the expense of the applicant.

CC-3 To reduce waste, the applicant shall prepare a Waste Management Plan with the goal of reducing waste during construction by at least 50 percent. There shall be an area designated for recycling waste from the project during construction.

CC-4 Electrical outlets shall be installed in the exterior of the residences to power outdoor electric lawn and garden equipment for landscaping. Additionally, any landscape equipment to be used to maintain the public areas in the development shall be electric.

Level of Significance After Mitigation

Less than significant with mitigation.

Impacts to Project from Climate Change

Impact CC-2: Would the impacts of climate change significantly impact the Project?

Impact Analysis

AB 32 indicates that "the potential effects of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snow pack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidence of infections, disease, asthma, and other health-related problems."

The California Climate Change Center published a report that assesses the risks of climate change to California. The following is a summary of the potential risks to California from that report:

- A reduction in the Sierra snow pack could result a reduction in hydropower, which comprises about 15 percent of California's in-state electricity production.
- A reduction in the Sierra snow pack could result in a loss of winter recreation from insufficient snow for skiing and snowboarding.
- A decrease in water supply could also negatively impact the food supply that depends on that water for use.
- Climate change could also increase temperatures, leading to decreased supply of certain agricultural products such as wine, fruit, nuts, and milk. California farmers may also have to face increasing threats from pests and pathogens.
- Climate change could also result in increasing wildfires. If temperatures rise into the medium range, the risk of fires in California could increase as much as 55 percent.

- Climate change could result in plant and animal species relocating to cooler more habitable "up slope" locations.
- Climate change could negatively affect the health and productivity of California's forests. The productivity of mixed conifer forests is expected to diminish as much as 18 percent by the end of the century.
- A rise in sea levels could result in increased coastal floods and shrinking beaches.

Analysis of Potential Impacts

The following is an analysis of the potential of climate change to impact the Project:

- Air quality problems could increase due to increased use of electricity to cool, which may result in increased indirect emissions. The Project would not significantly be impacted by this effect as mitigation and Project design features increase energy efficiency of the Project.
- Although it is not anticipated that the Project would directly obtain its water from the Sierra snow pack, the Project attempts to incorporate all feasible water efficiency measures thereby reducing the use of water. Additionally, the Hydrology and Water Quality section of the EIR indicates that water supplies to the project are to be available through 2025 and beyond.
- The elevation of the Project site is approximately 1,500 feet above mean sea level, which would likely not be threatened by rising sea waters.
- There are no significant wildland fire impacts anticipated for the proposed project, as the project is not located in a wildland fire hazard area. For more information, please see the Hazards section of the project EIR.

In summary, climate change impacts to the proposed project are anticipated to be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

Mitigation measure CC-1 would increase energy efficiency and decrease water use.

Level of Significance After Mitigation

Less than significant.

Cumulative Impacts

Impact CC-3:	**Would the Project's greenhouse gas emissions contribute cumulatively to climate change?**

Impact Analysis

Section 15130(b) of the CEQA Guidelines states the following:

> The following elements are necessary to an adequate discussion of significant cumulative impacts: Either: (A) A list of past, present, and probable future Projects producing related or cumulative impacts, including, if necessary, those Projects outside the control of the agency, or (B) A summary of Projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or areawide conditions contributing to the cumulative impact.

Even a very large individual project cannot generate enough greenhouse gas emissions to influence climate change, as it is a project's incremental contribution combined with the cumulative increase of all other sources of greenhouse gases that form anthropogenic climate change impacts. However, the theory that an increase of one molecule of an air pollutant constitutes significant increase (one-molecule theory) should not be the basis of a de-facto significance threshold, as discussed in the decision for *Community for a Better Environment v. California Resources Agency* (103 Cal. App. 4th 98 (2002): "this does not mean, however, that any additional effect in a nonattainment area for that effect necessarily creates a significant cumulative impact; the 'one [additional] molecule rule' is not the law."

A cumulative greenhouse gas threshold has not been established by the SCAQMD, ARB, or other public agency. This analysis does not provide a significance determination for a cumulative impact analysis of greenhouse gas emissions or climate change. An individual project contributes to cumulative greenhouse gas emissions through construction, increased vehicular travel, and increased energy consumption. Each project can reduce its own greenhouse gas emissions through project-level review and mitigation. However, the cumulative impact of greenhouse gas emissions, and therefore climate change, cannot be mitigated on a piecemeal, case-by-case basis. It is the regional development pattern, land use, and transportation policies that determine the cumulative impact in which a project participates.

Large-scale assessments and emission reduction strategies must be formulated to evenly address greenhouse gas emissions on a regional level that includes land use patterns, energy generation and consumption, transportation, water transport, waste disposal, and the other major sources of greenhouse gas emissions. A region-specific plan would create the basis of a cumulative threshold and provide a platform for cumulative analysis on the project level.

According to CEQA Guidelines 15145, if a Lead Agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate the discussion of the impact. The assessment of cumulative global climate change impacts, which are project impacts plus all the other "cumulative" projects is speculative at this time for the following reasons:

- The list of cumulative projects for climate change is unknown, in that it could conceivably include all projects around the globe. Guidelines for establishing the radius for global climate

change have not yet been adopted. Without such guidelines, it is impossible to know how big the impact study area is supposed to be. For example, does the list of projects include those only within a one-mile radius of the Project, or does it include projects within the entire air basin, or the state of California? For this reason, the "Project List" approach for conducting a CEQA cumulative impacts analysis is not feasible.

- There is no approved plan that covers the jurisdiction of the Project that discusses climate change or greenhouse gases; therefore, the plan approach is not viable at this time. State and local agencies are currently trying to develop strategies to reduce greenhouse gases in their jurisdictions; however, these strategies are not complete at this time. Without a region-specific plan that addresses the cumulative nature of greenhouse gases and creates a framework for comprehensive greenhouse gas emission reductions, a project's cumulative impacts to global climate change through greenhouse gas emissions "when added to closely related past, present, and reasonably foreseeable probable future projects" (CEQA Guidelines §15355) is speculative at this time.
- There are no adopted legal, regulatory, or advisory thresholds for measuring project or cumulative impacts of greenhouse gases.

Based on available information, the City concludes that the determination of the Project's contribution to cumulative impacts is speculative and a significance determination cannot be made based on available evidence. Due to the large scale nature of climate change and the correspondingly global contributions, additional mitigation on a project-by-project basis is not feasible. Any additional mitigation for cumulative impacts of climate change is the responsibility and jurisdiction of state and federal agencies.

Level of Significance Before Mitigation

Speculative, no significance finding.

SECTION 5: CUMULATIVE IMPACTS

5.1 - CEQA Requirements

The CEQA Guidelines Section 15130 requires identification of related projects, both public and private, that together with the proposed project could have cumulative impacts on the environment. Recent CEQA case law requires an EIR to identify the "universe" of projects for the particular impact being evaluated. For the purposes of this analysis, the general universe will be buildout of the Page Ranch Specific Plan in combination with major private development or public works projects not within the Page Ranch Specific Plan but within 3 miles of the proposed project site. However, the specific "universe" of projects particular to the impact being evaluated is defined in the evaluation of each cumulative impact found in Section 6.3 of this SEIR.

Pursuant to CEQA Guidelines Sections 15130, the analysis for cumulative impacts is framed as follows:

- *Cumulative Impact Setting:* Discusses the project in relation to other closely related past, present and reasonably foreseeable probable future projects. In addition, regional plans (water quality control plan, air quality plan, integrated waste management plan etc.) that are applicable to the project will be identified.
- *Cumulative Impact Analysis:* For each environmental impact topic, the analysis will divided into two parts;
    - Cumulative Project Impacts: a description the cumulative impacts of the closely related projects and the "universe" in which they occur(e.g., the "universe" for transportation impacts may be greater than site specific biological impacts); and
    - Project Impacts: whether or not the projects contribution to the cumulative impact is "cumulatively considerable" (i.e., the incremental effects of the project are considerable when viewed in connection with the effects of past, current and probable future projects).
- *Mitigation Measures:* Measures for mitigating or avoiding the projects contribution to any significant cumulative impact.
- *Level of Significance After Mitigation:* A conclusion based on the analysis what the environmental impact is after mitigation (i.e., less than significant, significant).

5.2 - Cumulative Impact Setting

The project site is located in the southwestern portion of the City of Hemet within the Page Ranch CMP and within three miles of several private development and public works projects. The proposed project location is also within the jurisdiction of the AQMP for the SCAB administered by the

SCAQMD and the MSHCP for Western Riverside County administered by the Regional Conservation Agency. The following subsections describe the Page Ranch CMP, other private and public projects, the AQMP for the SCAB, and the MSHCP for the Western Riverside County used in this analysis.

5.2.1 - Specific Plan

The project site is located in the Page Ranch CMP, which is included in a special planning study commissioned by the City of Hemet in 1979 and entitled "Specific Land Use Plan for the Southwest Area." The Page Ranch Planned Community Master Plan and Development Standards was adopted by the City of Hemet in February 1980 and further defined planning for portions of the Southwest Area including the proposed project site. The EIR evaluating the Page Ranch Development Standards is the Specific Plan EIR, which was certified in February 1980. In approving the Page Ranch Development Standards, the City of Hemet determined that the plan and development standards were consistent with the adopted goals and objectives of the Special Land Use Plan for the Southwest Area and relied upon the certified EIR for the Southwest Area.

Planned development within the Page Ranch CMP according to the Development Standards includes 6,565 residential dwelling units, 108 acres of preserved open space (areas preserved for biological habitat), 127.50 acres of recreational open space (parks and trails), 48.2 acres of commercial uses, 1.7 acres of industrial uses, 10 acres used as City Public Works Corporate Yard, and 35 acres for two school sites. The proposed development includes the recent specific plan amendment associated with the Sanderson Lakes project approved in July 2003, and the proposed specific plan amendment associated with TTMs 31807 and 31808.

Cumulative development projects identified by the City of Hemet in the vicinity of the project site are summarized in Table 5-1 and their locations shown on Exhibit 5-1.

Table 5-1: Cumulative Projects

Map Location No	Project Name, No. and Location	Land Use	Units/SF	Acres	Status
1	Benchmark Pacific (TTM 31807 and 31808)	Residential	599	144.9	Complete
2	Page Ranch Elementary School, NWC Fisher and Poplar	School	750 students	10.0	Approved
3	Freedom Middle School, SWC Mustang and Fisher	School	1,500 students	30.0	Approved
4	Jeffers (TTM 33288) NWC W. Florida and Rancherias	Residential	75	29.0	Pending
5	Osborne (TTM 33118) NEC W. Florida and Rancherias	Residential	145	54.5	Pending

Table 5-1: Cumulative Projects (Cont)

Map Location No	Project Name, No. and Location	Land Use	Units/SF	Acres	Status
6	Capstone (TTM 31731) NEC W. Florida and Hyatt	Residential	167	55.1	Pending
7	Moreau (CUP 04-19) SS Devonshire w/o Sanderson	Industrial	23,650	1.7	Approved
8	Ryland (TTM 31970) SS Devosnhire E/O Myers	Residential	104	25.7	Under Const.
9	Florida Promenade (SP-06-4) SEC W. Florida and Meyers	Commercial	200,000	19.0	Pending
10	Hemet 55 (SP 06-06) SEC Meyers and Devonshire	Residential	650	55.0	Pending
11	Sanderson Plaza (TPM 31668/CUP 04-1) SEC Sanderson and Devonshire	Commercial	49,800	7.2	Approved
12	Montero (VTTM 31146) NWC Old Warren Rd. and Devonshire	Residential	86	26.8	Under Const.
13	Warren Road Village (SP 06-3) ES Warren N/O Devonshire	Residential	285	53.1	Pending
14	Heartland Four Seasons (SP-88-1) NEC Florida and California	Residential	355	315.0	Under Const.
15	Peppertree Ranch (SP 01-3 and VTTM 29843) NWC Menlo and Cawston	Residential	465	82.5	Under Const.
16	Rico (CUP 04-17)SS W. Florida between Cawston and Sanderson	Commercial	28,750	3.0	Approved
17	Didion/Roberts (CUP 05-16) NS W. Florida E/O Cawston	Commercial	17,300	1.6	Approved
19	Schmelis (CUP 05-03) NWC Gilbert and Stetson	Commercial	22,300	2.2	Approved
18	Jaks (ZX 04-13) SEC Acacia and Sanderson	Commercial	380,000	35.0	Pending
19	Winston Capital (CUP-05-02) NWC Sanderson and Devonshire	Residential	240	3.9	Approved
20	Hemet Highland II (CUP-06-1) SS Florida W/O Warren	Residential	400	11.5	Pending
21	Hemet 63 Mixed Use (ZC 05-4) SWC Acacia and Cawston	Commercial Residential	200,000 206	63.0	Pending
22	Tres Cerritos (SPA 06-1) NWC Devonshire and Cawston	Residential	787	160.3	Pending

Table 5-1: Cumulative Projects (Cont)

Map Location No	Project Name, No. and Location	Land Use	Units/SF	Acres	Status
23	Garrett Ranch (SP 06-2) NEC W. Florida and Warren	Commercial Residential	1,236,000 603	188.0	Pending
TOTALS		**Residential:** **Commercial:** **Industrial:** **Schools:**	**5,167** **2,111,850** **23,650** **2250 (students)**	**734** **317** **1.7** **35**	

Source: City of Hemet Planning Department

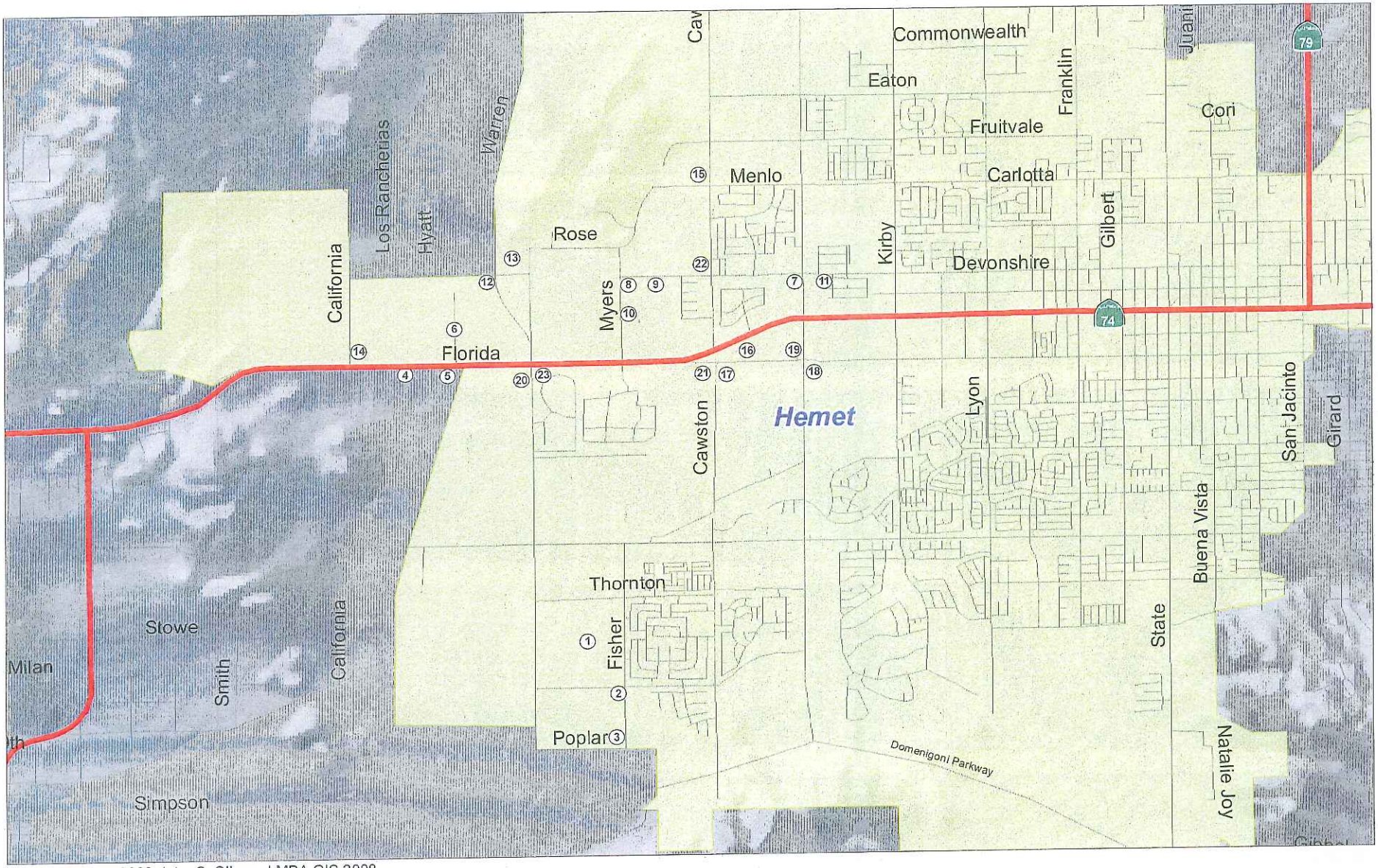
In addition to the projects presented in Table 5-1, the proposed Hemet-Ryan Airport Master Plan would extend the south runway and increase aircraft operations at the airport, which is relevant to the cumulative airport hazards evaluation.

5.2.2 - The AQMP for the SCAB

CEQA Guidelines Section 15064 (h)(3) [formerly Section 15064 (i)(3)] and 15130 (b)(1)(B) addresses evaluation of cumulative effects allowing the use of approved air quality plans in a cumulative impact analysis. In addressing cumulative effects for air quality, the AQMP is the appropriate plan to use because the AQMP was adopted by the SCAQMD, CARB and USEPA through a public review process and sets forth a comprehensive program that will lead the SCAB including the project area into compliance with all federal and state air quality standards. The AQMP control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, conformance with the AQMP for development projects is determined by demonstrating compliance with local land use plans and/or population projections used in the current AQMP.

5.2.3 - The MSHCP for Western Riverside County

The MSHCP is a comprehensive, multi-jurisdictional Habitat Conservation Plan focusing on conservation of species and their associated habitats in western Riverside County including the project area. The goal of the MSHCP is to maintain biological and ecological diversity within a rapidly urbanizing region.



Source: Census 2000 data, CaSIL, and MBA GIS 2008.

NORTH

4,000 2,000 0 4,000 Feet

Michael Brandman Associates

22660014 • 03/2008 | 5-1_cumulative_projects.mxd

Exhibit 5-1
Cumulative Projects

RANCHO DIAMANTE
EIR PHASE II

The approval of the MSHCP and execution of the Implementing Agreement (IA) by the wildlife agencies allows signatories of the IA to issue "take" authorizations for all species covered by the MSHCP, including state and federally listed species as well as other identified sensitive species and/or their habitats. Each city or local jurisdiction will impose a Development Mitigation Fee for projects within their jurisdiction. With payment of the mitigation fee to the County and compliance with the survey requirements of the MSHCP where required, full mitigation in compliance with CEQA, NEPA, CESA, and FESA will be granted. The Development Mitigation Fee varies according to project size and project description. The fee for residential development ranges from approximately $800 per unit to $1,600 per unit depending on development density (County Ordinance 810.2).

The MSHCP is a regional mitigation program as defined by CEQA Guidelines Section 15064(h)(3) and was approved by Riverside County on June 17, 2003 through a public review process. On June 22, 2004, the USFWS and the CDFG issued the Incidental Take Permits for the MSHCP.

5.3 - Cumulative Impact Analysis

The cumulative analysis in this SEIR needs to incorporate the pervious cumulative analysis in the EIR for the Specific Plan EIR updated to include current information and include the proposed project.

5.3.1 - Specific Plan

The EIR evaluating the Page Ranch Planned Community Master Plan and Development Standards is the "Specific Land Use Plan for the Southwest Area EIR, which was certified in February 1980. The Specific Land Use Plan for the Southwest Area EIR did not identify cumulative impacts associated with project development as this was not a required EIR section at the time of publication. Also note that the AQMP for the SCAB and the MSHCP for Western Riverside County did not exist at the time the Specific Land Use Plan for the Southwest Area EIR was published.

5.3.2 - Cumulative Impact Analysis for TTMs 31807 and 31808

The following sections evaluate cumulative impacts of the project and other development projects in the order that project-specific impacts were analyzed in Section 5.0. Recent CEQA case law requires an EIR to identify the "universe" of projects for the particular impact being evaluated. To comply with this requirement, the "universe" of projects specific to each impact being evaluated is identified.

Aesthetics The universe for aesthetic impacts is vast open space and view-shed of the surrounding rolling hillsides and mountains in southwest Hemet. Projects included in this "universe" include the Page Ranch CMP and other projects outside of the Page Ranch CMP but within 3 miles of the project site as identified in Section 6.2.2 of this DEIR. Many of these projects will be built at suburban densities. Continued development of the Page Ranch CMP and other development within the project area would incrementally increase ambient light and glare, and incrementally degrade "dark skies" conditions. As long as new development, including the proposed project, is similar in appearance and

scale to existing development, and meets local planning and design guidelines, both it and they would not contribute to cumulatively considerable aesthetic impacts. Therefore, no additional mitigation is required.

Mitigation Measures

None other than project level measures.

Level of Significance After Mitigation

Not cumulatively considerable.

5.3.3 - Agricultural Resources

a) Cumulative Project Impacts: The "universe" for agricultural resource impacts is the current agricultural land uses within region. Projects within this "universe" include the Page Ranch CMP and other projects outside of the Page Ranch CMP but within 3 miles of the project site as identified in Section 6.2.2 of this SEIR. Many of these projects will be built on land currently in agricultural use and on soils with high potential for agricultural production.

b) Project Impacts: Although impacts to agricultural resources were found to be less than significant on a project specific analysis (see Section 5.2 of this SEIR), this project would incrementally decrease the availability of soils that have value for agricultural production and in combination with other projects in the region would result in a cumulatively considerable impact to agricultural resources.

Mitigation Measures

The land is designated for agricultural uses and agriculture is considered an interim use until suburban uses are developed. The City has no program or mechanism to preserve agricultural land or uses over the long-term, so no mitigation is needed or projected.

Level of Significance After Mitigation

Contribution to cumulatively considerable impacts.

5.3.4 - Air Quality

a) Cumulative Project Impacts: The "universe" for this issue is the SCAB. Construction of the proposed development project would generate significant air quality impacts in the project area. However, these would be temporary and do not represent significant long-term impacts (i.e., cumulative air quality impacts), based on the thresholds established by the SCAQMD. Air quality would be temporarily degraded during construction that would occur separately but may occur simultaneously depending on the timing of development. The greatest cumulative impact on regional air quality would be the addition of incremental pollutants from increased traffic and vehicular emissions in the area and increased energy consumption from the planned projects. The project level analysis of air quality impacts determined that the project would not create significant long-term air quality impacts (see Section 5.3).

According to the CEQA Guideline 15064(h)(3) and 15130 (b)(1)(B), "a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located." The AQMP for the SCAB is the applicable approved plan that provides specific requirements that will substantially lessen cumulative impacts to air quality in the project area. Project consistency with the AQMP was demonstrated in Section 5.3 of this SEIR. Therefore, the proposed project would not contribute to cumulatively considerable air quality impacts, including greenhouse gas emissions, and no additional mitigation is required.

Mitigation Measures

None other than project-level measures.

Level of Significance After Mitigation

No significant contribution to cumulatively considerable impacts for criteria pollutants. The EIR also examined potential climate impacts and greenhouse gas emissions and global climate change and concluded that a significance determination was too speculative.

5.3.5 - Biological Resources

The "universe" for biological resources is the regional extent of the habitat and species within the project site. The regional extent of biological resources within the project site is the San Jacinto Valley, which is covered by the Western Riverside County MSHCP. The MSHCP is a comprehensive, multi-jurisdictional habitat conservation plan focusing on conservation of species and their associated habitats in western Riverside County, including the project area. The goal of the MSHCP is to maintain biological and ecological diversity within a rapidly urbanizing region. This goal is achieved by creating an interconnected Conservation Area that would sustain wildlife mobility, genetic flow, and ecosystem health while allowing for individual project impacts. As a result, direct as well as cumulative impacts of individual projects are mitigated through contribution to the development of the Conservation Area. Additionally, the MSHCP for western Riverside County is a regional mitigation program as defined by CEQA Guidelines Section 15064(h)(3) and a project consistency analysis in Section 5.4 of this SEIR determined that the proposed project is consistent with the MSHCP. Therefore, the proposed project will not contribute to cumulatively considerable impacts to biological resources and no additional mitigation is required.

Mitigation Measures

None other than project-level measures.

Level of Significance After Mitigation

No significant contribution to cumulatively considerable impacts.

5.3.6 - Cultural Resources

Cumulative projects are identified in Exhibit 5-1 and described in Table 5-1. The proposed project would not cause substantial adverse change to historic resources, nor would it directly or indirectly destroy a unique paleontological resource. Moreover, the proposed project is not anticipated to disturb any human remains. The proposed project could cause an adverse change to archaeological and paleontolgical resources; however, with the implementation of Mitigation Measures CR-2a, CR-2b, CR-3a, CR-3b, and CR-3c, such potential impacts are reduced to a less than significant level. As there are no project significant impacts, there are no significant cumulative impacts associated with cultural resources.

Mitigation Measures

None other than project-level measures.

Level of Significance After Mitigation

No significant contribution to cumulatively considerable impacts.

5.3.7 - Geology and Soils

The "universe" for this issue is development in the Page Ranch CMP and other projects outside of the Page Ranch CMP but within 3 miles of the project site as identified in Section 6.3.3 of this DEIR. The project site does not contain significant earth-related constraints. However, faults within the region are capable of producing significant ground shaking in the project area. The City's development standards and state uniform codes provide guidelines for development in areas with liquefaction, earthquake faults, or other earth-related hazards. The presence of local and regional faults creates the potential for damage caused by major earthquakes. Proper building design can reduce potential damage to a minimum. Anticipated development in the project area would not have a cumulatively considerable impact on earth resources, nor would regional geotechnical constraints have a cumulatively considerable impact on the proposed project or cumulative projects, as long as proper design and engineering are implemented based on available seismic and other geotechnical data. The proposed project represents an incremental portion of this potential impact that is not cumulatively considerable. Therefore, no mitigation is required relative to cumulative impacts

Mitigation Measures

None other than project-level measures.

Level of Significance After Mitigation

No significant contribution to cumulatively considerable impacts.

5.3.8 - Hazards and Hazardous Materials

The "universe" for this impact is within the project area but within the context of projects within the safety zones of the Hemet/Ryan Airport Comprehensive Land Use Plan and the City of Hemet in terms of the transport of hazardous materials.

As development occurs, the project area would experience an incremental increase in the use of hazardous materials, mainly from domestic sources (i.e., household cleaners, gardening chemicals, automotive fluids, etc.). It is expected that these materials will be handled, transported, and disposed of properly, according to existing regulations. However, growth may also increase the amount of illegal dumping of these materials in the area, which is especially destructive to natural waterways.

Residential development of sites within the safety zones of the Hemet/Ryan Airport would increase the number of people potentially at risks associated with airport use. The proposed Hemet/Ryan Airport Master Plan proposes extending the south runway to accommodate increased use of the airport, which will also increase potential risks associated with airport use. However, The City of Hemet and the Airport Land Use Commission have established policies that ensure compatible land uses and reduce the risk associated with the safety of people residing or working within the project area.

In the event of emergency evacuations, the area is served by several rural roads (Warren Road, Sanderson Avenue, Domenigoni Parkway) and state highways (SR-79 and SR-74) which can provide relatively direct routes for evacuation out of the area in all directions. If the area were to experience a major disaster (e.g., major flood, fire, or earthquake), evacuation of several thousand residents via the current road system would probably take several hours, which is marginal even assuming there is adequate warning.

Based on available information, the safe use of common domestic source hazardous materials, policies established by the City of Hemet and the Airport Land Use Commission concerning land uses within the vicinity of the Hemet/Ryan Airport, and the evacuation routes for this area, the project would not make a significant contribution to any cumulatively considerable impacts related to hazards. Therefore, no mitigation is required.

Mitigation Measures

None other than project-level measures.

Level of Significance After Mitigation

No significant contribution to cumulatively considerable impacts.

5.3.9 - Hydrology and Water Quality

The "universe" for this issue is the watershed in which the proposed project is located. As development occurs, local surface and groundwater resources will be incrementally impacted as native soils are covered over, which will decrease percolation and increase runoff and urban pollutants. These impacts will not be significant as long as local water agencies maintain their Urban Water Management Plans that are now required by recent changes in state law. The City and County continue to require developers to decrease onsite runoff and to properly plan flood control improvements for new developments.

New developments are now required to have grassy swales, detention basins, or other improvements to treat "first flush" urban pollutants (e.g., parking lots). As growth continues, there may be cumulatively considerable impacts to water resources, mainly flood control and water quality. While it is possible that cumulative water demand may exceed the sustainable yield of the local and regional water supplies, this potential impact is at present too speculative to be analyzed fully in this DEIR. However, the proposed project represents such a small portion of potential cumulative water impacts for the region that its proportion of potential impacts are not cumulatively considerable. Therefore, no mitigation is required.

Mitigation Measures

None other than project-level measures.

Level of Significance After Mitigation

No significant contribution to cumulatively considerable impacts.

5.3.10 - Land Use and Planning

The potential "universe" for this issue is somewhere between the local project area and the City of Hemet and unincorporated areas within western Riverside County. Development of the area would eventually modify 1,780.29 acres of vacant land to rural and suburban-type land uses. The proposed project is located in an agricultural area but has residential uses to the east. This and other planned projects will change the character or quality of life of the project area. The City of Hemet and County of Riverside are anticipating this transition, and are planning and preparing for them in their General Plans. The anticipated level of growth is consistent with regional plans, such as the Western Riverside Sub-regional Comprehensive Plan of the Southern California Association of Governments, the SCAQMD's 2003 AQMP and the County's Congestion Management Plan. Surrounding developments will eventually add 19,194 new residents and 7,354 new residential units to the area. On a broader scale, Countywide growth will add many more thousands of new homes and jobs in the future. This growth is not expected to have cumulatively considerable impacts on the environment as long as it occurs according to the General Plans for the City of Hemet and the County of Riverside.

Other impacts of the project related to land use changes are addressed in other sections of this chapter (e.g., services, utilities, etc.). These other impacts have separate regional mitigation programs that will be presented in each section. The project will not make a significant contribution to any cumulatively considerable land use impacts, so no mitigation is required.

For population and housing impacts related to land use, the potential "universe" for this issue includes the City of Hemet and County of Riverside. The proposed project includes residential uses that would add incrementally to the growth anticipated in the County. From 2005 to 2030, the Western Riverside County's population of 1.4 million residents is expected to grow by another 1 million residents, while the proposed project is expected to generate 1,595 new residents (less than 0.16 percent). The proposed project would not include a commercial component so, in terms of

demographic impacts, the project will not improve the jobs/housing balance for the City of Hemet or the County, as encouraged by the Sub-Regional Comprehensive Plan.

The proposed project represents less than two tenths of one percent of planned growth, and it would not induce growth or make a substantial contribution to cumulatively considerable population and housing impacts in the region. The traffic section of this chapter recommend measures to mitigate the project's contribution to regional traffic impacts, so no additional mitigation is required.

Mitigation Measures

None other than project-level measures.

Level of Significance After Mitigation

No significant contribution to cumulatively considerable impacts.

5.3.11 - Mineral Resources

The "universe" for this issue is the general project area, including the Page Ranch CMP and other projects outside of the Page Ranch CMP but within 3 miles of the project site as identified in Section 6.2.2 of this SEIR. However, any potential impacts must be viewed in the context of available energy or mineral resources within the County. As construction of new development continues in the community, greater demand would be placed on mineral resources, especially sand and gravel. However, no significant impacts to mineral resources are expected to occur because adequate supplies are available. Because the project site does not contain mineral or energy resources, its development will not make a significant contribution to cumulatively considerable regional impacts to mineral resources. Therefore, no mitigation is required.

Mitigation Measures

None regional.

Level of Significance After Mitigation

No cumulatively considerable impacts.

5.3.12 - Noise

Noise impacts are often very locally defined, so the universe for this issue is the project area. Construction activities of the various development projects would cause temporary impacts on the ambient noise environment, which is relatively quiet at present. However, construction impacts would not contribute to any cumulative noise impacts. The major cumulative noise impacts in the area would result from increased traffic volumes affecting existing surrounding dwelling units and increasing noise levels beyond local standards.

Two of the roadways in the project area - along Stetson Avenue between Warren Road and Sanderson Avenue, and along Warren Road between Simpson Road and Stetson Avenue are predicted to have future noise levels with the proposed project in excess of the City's 65 dB CNEL standard. However,

Existing Offsite residential properties (Springfield residential development and Mountain Shadows RV Park) are below the City's 65 dB CNEL standard due to the attenuation of walls along these roadways. The proposed project contribution to future noise levels along these two roadways are expected to increase over existing noise levels by less than 3 dB CNEL.

Although two local roadways show elevated noise levels over the long term, existing area residences will not be exposed to cumulatively considerable noise impacts from project traffic due to noise attenuating walls and the relatively large setbacks from impacted roadways along the proposed project boundaries. There will be a general increase in area-wide noise levels, but with project level mitigation, the City's 65 dB standard within the yards of residential properties will not be exceeded. The proposed project would not make a significant contribution to cumulatively considerable noise impacts. Therefore, no additional mitigation is required.

Mitigation Measures

None other than project-level measures.

Level of Significance After Mitigation

No significant contribution to cumulatively considerable impacts.

5.3.13 - Population and Housing

The various public services available to the project site and surrounding area are provided on a Citywide and Countywide basis, depending on the service, so these are the most appropriate "universes" for this issue.

The City Police Department has indicated that they can adequately accommodate the proposed project. The response time to the project site is approximately 3 to 5 minutes if no additional calls are waiting for response, which is within the acceptable response time. However, the City Police Department has indicated they will need additional facilities and staff to accommodate the cumulative planned growth. As the City continues to develop, their level of service may decline, however, at this point in time, the project's impacts to police services are not cumulatively considerable due to its location in an upscale residential neighborhood.

The City Fire Department has indicated it has adequate facilities and staffing to accommodate the project and continued growth in the area. The proposed project would be serviced by the fire station located in the intersection of Stetson Avenue and Palm Avenue approximately 2.75 miles from the project site. Response time is 4 to 6 minutes to the furthest point on the project site. New development, including the proposed project, would be required to offset increased service costs. Continued growth will also put additional pressure on fire protection services by adding residents and structures to this area. However, it would also help reduce existing fire hazards in the area by improving roads and water service. Therefore, the long-term impacts on fire services would not be cumulatively considerable, and no mitigation is required for this project.

The HUSD has indicated it cannot accommodate students from the proposed project, within the project area and may have to bus students at some point to available classroom space in other schools. The district is expecting enrollments to continue increasing and has been accommodating growth by building new schools as indicated by the school projects shown on Table 6-1 above. At present, the payment of developer fees are considered adequate mitigation for individual project impacts under CEQA. However, recent changes in state funding for school construction may result in inadequate funding over the long term to fully mitigate cumulative impacts to schools. Based on this information, it can be reasonably concluded that growth could have cumulatively considerable impacts on school services. However, the proposed project would fully mitigate its incremental contribution to this cumulatively considerable impact through payment of fees, so no additional mitigation is required.

Mitigation Measures

None regional.

Level of Significance After Mitigation

No cumulatively considerable impacts.

5.3.14 - Public Services

As the City of Hemet and western Riverside County continue to grow, the increased population will require additional parkland and recreational opportunities. The proposed project includes onsite parks with a 13,000 square foot Active Adult Community Center, and the Page Ranch CMP includes 127.50 acres of parks and recreational facilities. As development occurs within the Page Ranch CMP, the project area will have an increase in recreational parks and facilities. Other projects are required to pay in lieu park fees, especially projects that are too small to support fully equipped parks onsite. Impact fees will allow the City of Hemet and western Riverside County to provide adequate park improvements within the general project area. As long as future projects continue to provide onsite parks or in lieu fees, there would be no cumulatively considerable impacts to recreational services. Therefore, no additional mitigation is required.

Mitigation Measures

None other than project-level measures.

Level of Significance After Mitigation

No significant contribution to cumulatively considerable impacts.

5.3.15 - Recreation

As the City of Hemet and western Riverside County continue to grow, the increased population will require additional parkland and recreational opportunities. The proposed project includes onsite parks with a 13,000-square-foot Active Adult Community Center, and the Page Ranch CMP includes 127.50 acres of parks and recreational facilities. As development occurs within the Page Ranch

CMP, the project area will have an increase in recreational parks and facilities. Other projects are required to pay in lieu park fees, especially projects that are too small to support fully equipped parks onsite. Impact fees will allow the City of Hemet and western Riverside County to provide adequate park improvements within the general project area. As long as future projects continue to provide onsite parks or in lieu fees, there would be no cumulatively considerable impacts to recreational services. Therefore, no additional mitigation is required.

Mitigation Measures

None other than project-level measures.

Level of Significance After Mitigation

No significant contribution to cumulatively considerable impacts.

5.3.16 - Transportation

The "universe" for this issue is generally the portion of the City surrounding the project site and its roadway and intersection network. The traffic analysis for the proposed project includes an analysis of cumulative traffic impacts (level of service with project and other development). As growth occurs, the project traffic study identified cumulatively considerable traffic impacts at the intersections of Warren Road at Stetson Avenue, Warren Road at Mustang Way, Warren Road at Simpson Avenue, and Sanderson Avenue at Mustang Way. Cumulative growth in the project area could generate over 13,914 average daily trips (ADT) with approximately 1,470 peak hour trips. Increased traffic volumes and related congestion at major intersections will occur along major roadways during peak hours. However, the project would be required to make a fair share contribution to help reduce regional traffic congestion, as outlined in the County's Congestion Management Program, since it is an all-residential project in an area that has a relatively low jobs to housing ratio. As long as the roadway improvements described in the mitigation measures in Section 5.15 are implemented, the project would not make a significant contribution to any cumulatively considerable traffic impacts. These roadway improvements include:

- Construct a southbound left turn lane at Warren Road at Stetson Road;
- Construct a left turn lane at Northbound Domenigoni Parkway;
- Provide right turn overlap phasing at Northbound Domenigoni Parkway;
- Construct a left turn lane and a through lane at Eastbound Domenigoni Parkway;
- Convert right turn lane into a through-right lane at Westbound Domenigoni Parkway;
- Construct a through lane at Sanderson Avenue at Mustang Way; and
- Traffic signals installed at Winchester Road at Simpson Road; Warren Road at Stetson Avenue; Warren Road at Mustang Way; Warren Road at Simpson Road; Cawston Avenue at Stetson Avenue; and Sanderson Avenue at Mustang Way.

With implementation of the roadway improvements described in Section 5.15, the project's contribution to regional or cumulative traffic impacts are less than significant.

Mitigation Measures

None other than project-level measures.

Level of Significance After Mitigation

No significant contribution to cumulatively considerable impacts.

5.3.17 - Utilities

Utilities are generally provided on a Citywide basis so that becomes the universe for this issue. The project area is served by several public and private water purveyors and suppliers. Few residents remain on local wells and most now have piped water supplies. Continued growth will require expansion of existing water systems and additional hook-ups. There should be no significant short-term impacts as long as water lines are extended as needed. However, there may be significant cumulative impacts if more groundwater is removed than can be sustained by the local aquifers.

Residents of the proposed project are expected to consume 319,000 gallons of water per day. The Water Supply Assessment Report for the project concluded that the project area does not support substantial groundwater production and water supply to the proposed project would be imported water obtained through MWD. Cumulative development in the project area alone is expected to add 7,354 residential units, resulting in an additional 19,194 population to the area. This amount of growth would consume 3,838,800 gallons of water per day, based on an average water consumption rate of 200 gallons per person per day. The MWD currently provides 1.7 billion gallons of water per day to 17 million people in 26 cities and water districts over an area of 5,200 square miles in Southern California (MWD website, 2003). If current consumption patterns continue, the region's population could consume almost 3 billion gallons of water per day by 2020. Over the long-term, the County and the region will have to increase dependence on imported water to prevent over-drafting of local sources. This shift will make the area more dependent on non-local water, which in turn could require more water facilities to be built, with additional environmental impacts.

New growth will undoubtedly require more dependence on imported water from northern California. The proposed project will contribute incrementally to these water-related impacts. Continued growth will require additional sewer line installations as well as new electric and natural gas hook-ups throughout the local community. No major impacts to local soils or energy resources are expected as a result of continued growth, so the project's utility impacts would not be cumulatively considerable. As long as utility systems continue to be expanded and upgrade as needed, growth is not expected to create cumulatively considerable impacts to utility systems, so no mitigation is required.

Mitigation Measures

None other than project-level measures.

Level of Significance After Mitigation

No significant contribution to cumulatively considerable impacts.

5.4 - Conclusions

The proposed project would make incremental contributions to regional impacts including air quality, loss of agricultural and biological resources, hydrology, noise, public services, traffic, and utilities. The project's contributions to these impacts would be less than significant except for agricultural impacts. Several measures have been proposed to help reduce the project's contributions to regional impacts. However, impacts to agricultural resources remains cumulatively considerable.

SECTION 6: GROWTH INDUCING, UNAVOIDABLE ADVERSE, AND IRREVERSIBLE IMPACTS

6.1 - Growth Inducing Impacts

CEQA Guidelines Section 15126 requires the evaluation of growth-inducing impacts of a proposed project. Direct growth inducing impacts are generally associated with the provision of urban services and the extension of infrastructure to an undeveloped area. Indirect or secondary growth inducing impacts consist of growth induced in the region by the additional demands for housing, employment, and goods and services associated with population increase caused by, or attracted to, new development.

6.1.1 - Direct Growth Inducing Impacts

The proposed project is on vacant desert land and is adjacent to exiting development on the north and east boundaries of the site. Vacant land abuts the southern and western boundaries of the site. Warren Road, Poplar Street, Fisher Avenue, Mustang Way, and Thorton Avenue provide access to the project area. The site is not isolated and does not require a substantial extension of new infrastructure. Roads, sewer, water, drainage, and utility services are all located adjacent to the site. New construction will be limited to mainly onsite improvements. For these reasons, the proposed project will continue the suburban development pattern in this portion of the City and the surrounding area. The project will therefore will not have significant direct growth inducing impacts.

6.1.2 - Indirect Growth Inducing Impacts

The Southern California Association of Governments (SCAG) regularly publishes growth predictions for use in traffic growth management and planning purposes. SCAG has predicted the population growth forecast for the City of Hemet for the upcoming decades. According to data in Section 4.12, *Population and Housing*, the proposed project is consistent with SCAG growth projections for this area. The project will not substantially increase population in the area because only 115 persons (2%) over what was planned overall in the original Page Ranch Specific Plan would be added with the approval of the project. Based on the above analysis, the project thus does not significantly indirectly contribute to growth.

6.2 - Unavoidable Adverse Impacts

The proposed project will create the following significant impacts that cannot be mitigated to less than significant levels even with implementation of all feasible mitigation measures:

Agricultural Resources: The proposed project will result in the loss of land that is considered suitable for agricultural purposes. Although residential development exists and is planned for the project area, consistent with the City's General Plan, the loss of agricultural land is considered significant.

Air Quality: The project will exceed SCAQMD significance thresholds for NOx, VOC, PM_{10}, and $PM_{2.5}$ during construction after implementation of all feasible mitigation measures. The project will exceed SCAQMD significance thresholds for VOC, NOx and CO during operation after implementation of all feasible mitigation measures. Exceeding these thresholds would not comply with the SCAQMD Air Quality Plan.

6.3 - Irreversible Impacts

The CEQA Guidelines describe three distinct categories of significant irreversible changes described as follows:

6.4 - Changes in Land Use That Would Commit Future Generations

The project proposes to construct 854 residential units. The project proposes to change 45.6 acres from industrial to residential land uses and 99.4 acres from low-density residential to medium density residential uses. This change in land use is more compatible with the surrounding area, therefore, the change in land use would not commit future generations to a significant change in land use.

6.4.1 - Irreversible Changes from Environmental Actions

Irreversible changes to the environment could occur if hazardous substances are released associated with development of the Project. Compliance with the requirements and mitigation measures contained in Section 4.7 of this EIR would reduce impact to less than significant. No other sources of irreversible changes from environmental actions are forecast to occur.

6.5 - Consumption of Non-Renewable Resources

Consumption of non-renewable resources would be the conversion of agricultural land to urban uses, consumption of energy resources such as electricity and natural gas, and the loss of potential mining resources.

The California Land Evaluation and Site Assessment (LESA) Model determined that development of the project site would result in a significant impact on land that is considered suitable for agricultural use. However, the site is not being used for agricultural purposes and would not be compatible with the adjacent residential development.

The site is not identified as a mineral resource site and as described in Section 4.10 of this EIR, more suitable locations currently are being used as mineral resource sites. Given the proximity to schools and residential uses, the site would not be a logical site for mining of mineral resources in the future.

The project will consume non-renewable energy resources during construction and operation such as petroleum products, construction materials, electricity and natural gas. Construction impacts to non-renewable would be short-term. Operation of the Project is required to comply with mandatory

requirements of Title 24 in regard to energy efficient building design and is required to utilize energy conservation measures during operations of the facilities within the project.

SECTION 7: ALTERNATIVES TO THE PROPOSED PROJECT

7.1 - Development of Alternatives

CEQA Guidelines Section 15126.6 requires consideration of alternatives to the proposed action in the Environmental Impact Report. More specifically, Section 15126.6 prescribes the following:

- **Alternatives to the Proposed Action.** Describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.
- **Purpose.** Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21001.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objective, or would be more costly.
- **Selection of a Range of Reasonable Alternatives.** The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination.
- **Evaluation of Alternatives.** The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. A matrix displaying the major characteristics and significant environmental effects of each alternative may be used to summarize the comparison. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed but in less detail than the significant effects of the project as proposed.
- **Rule of Reason.** The range of alternatives required in an EIR is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. The EIR need examine in detail only those alternatives that the lead agency determines could feasibly attain most of the basic objectives of the project while reducing one or more potential significant environmental impacts of the project to less than significant levels.

7.1.1 - Project Objectives

The following seven objectives were outlined in Section 3.0, Project Description:

- Provide diversity in housing types for both senior housing and family housing;
- Provide connectivity to the existing senior housing located in the Del Webb development located immediately south of TTM 35392;
- Provide more compatible land uses for the existing residential uses in the project area by eliminating industrial uses south of New Stetson Avenue;
- Provide a logical extension of infrastructure in the project area;
- Provide for a variety of residential development types which are functionally compatible with surrounding neighborhoods (Proposed General Plan Policies Workbook Policy LU-5.1);
- Provide for the attainment of quality housing with a satisfying living environment for households of all socio-economic, age, and ethnic types in Hemet (General Plan Policies Workbook Goal H-1); and
- Eliminate conflicts between adjacent uses, and the provision of clear buffers and transitions between dissimilar uses (1992 Hemet General Plan, Page 2).

7.1.2 - Project Impacts

The Draft EIR (DEIR) determined that the proposed project would produce significant impacts to compatibility with the 1992 Hemet-Ryan Airport Plan, Agricultural Resources, and Air Quality. The DEIR also determined the project could potentially contribute to cumulatively considerable impacts to Air Quality but recommended measures to assure that the project mitigated these impacts to the maximum extent feasible. Alternatives should be selected that eliminate or reduce one or more significant impacts of the proposed project.

Based on an analysis of project impacts and mitigation measures, several alternatives were developed to reduce or eliminate impacts to agricultural resources. In addition to the "No Project - No Development" alternative, this section will evaluate an "Existing General Plan/Specific Plan," project and 2 different land use alternatives. Each plan is intended to reduce potential impacts of the project that are of greatest concern to local residents and local governing agencies.

7.2 - No Project/No Development Alternative

CEQA requires that a "No Project" alternative be evaluated compared to the Proposed Project. The No Project alternative evaluates existing conditions on the site in the absence of the Proposed Project. Under this alternative, the project site would remain vacant would not be developed into a residential community. Limited agricultural production may take part on some portions of the project site but by and large these activities have been declining in recent years and the majority of the project site is not a viable agricultural operation. Assuming the project site remains vacant, all significant impacts will

be avoided. However, any benefits of the project related to providing housing opportunities for both active seniors and families as well as providing infrastructure in an area that is undergoing surrounding residential development would not be realized.

7.2.1 - Impact Analysis

This alternative would eliminate any adverse environmental impacts associated with developing the project site into a residential community. It would also eliminate the significant impacts associated with the project (i.e. air quality, airport compatibility, and loss of potential farmland). Cumulative impacts including traffic, noise, air quality would still occur in the vicinity of the project site due to existing and future development and the projects site's proximity to major arterial roadways (Highway 79 and Domenigoni Parkway).

7.2.2 - Conclusions

The No Project alternative is a superior environmental alternative when compared to the proposed project. However, the No Project alternative will not provide housing opportunities for both active seniors and families and will not provide needed infrastructure extensions and connectivity to already developed adjacent residential areas and the proposed elementary and middle school complex.

7.3 - No Project – Development in Accordance With Existing General Plan and Specific Plan Land Use Designations

Under this alternative, the project site could be developed into industrial and residential uses. The area for TTM 35392 consists of 45.6 acres and is proposed for a variety industrial uses. The area for TTM 35393 consists of 68.8 acres and is proposed for single-family homes at a density of 5 dwelling units per acre. The area for TTM 35394 consists of 99.4 acres and is proposed for single-family homes at a density of 2.5 dwelling units per acre. TTM 35392, which is located adjacent to an existing active senior adult residential community and other residential development could be developed into a variety of industrial uses. TTM 35394, which is located west of Warren Road could be developed into large lot residential uses with a minimum lot size of 2.5 acres.

7.3.1 - Impact Analysis

Under this alternative there would be no change in impacts associated with TTM 35393 as the land use designation is the same for the existing General Plan/Specific Plan as the proposed project. Developing the area for TTM 35392 into industrial uses could have potential adverse impacts on the adjacent residential development. It would potentially increase impacts related to air quality, noise, and traffic. In addition, it would potentially create land use compatibility impacts as it would place industrial uses adjacent to an active senior adult community and other residential uses. Developing the area for TTM 35394 would result in development of large lot (2.5-acre minimum lots). This type of land use is more compatible with the former use of the area for agricultural uses. TTM 35394 is located in High Risk Area II for the Hemet-Ryan Airport and the 2.5-acre minimum lot size is consistent with the Hemet-Ryan Airport Master Plan.

7.3.2 - Conclusions

Under this alternative, impacts associated with Air Quality would be increased. Loss of farmland would still occur to some degree (small agricultural operations could take place on 2.5-acre minimum lots but they would be isolated and limited). Impacts associated with airport compatibility would be minimized as development in TTM 35394 would be consistent with the Hemet-Ryan Airport Master Plan. Development of the project under this alternative would therefore reduce one of the three impacts identified as significant. However, it would not fully meet the project's objectives to provide housing for active adult seniors and families.

7.4 - Alternative 1-Reduced Density

Under the Reduced Density Alternative, approximately 50% the area within TTM 35394 generally north of Mustang Way (where Mustang Way would connect to Warren Road) would be subdivided into a large lot residential area with minimum lot sizes of 2.5 acres. The area south of this would be developed with 5,000 square foot minimum lots. After dedication of streets etc., the approximate number of lots within TTM 35394 would be 310. This would be a reduction of approximately 81 lots (391-310= 81) which represents a 21% decrease in the number of units.

7.4.1 - Impact Analysis

Under this alternative, impacts from the Hemet-Ryan Airport would be reduced as approximately 50% of the area within TTM 35394 would be consistent with the 2.5 acre minimum lot size as required in High Risk Area II. Air Quality impacts would be lessened to some extent due to the decrease in density. Loss of agricultural land would still occur but limited opportunities for small scale agricultural activities would still be available on an individual basis.

7.4.2 - Conclusions

Although this alternative is environmentally superior to the proposed project and would reduce environmental impacts in regard to Air Quality, Airport Hazards, and the complete loss of Agricultural Resources within TTM 35394 to some extent, it would not eliminate or reduce all the impacts to less than significant levels. This alternative would not fully implement the project's objectives of providing an active senior adult community with connectivity to the existing senior communities.

7.5 - Alternative 2- Business Park and Residential

Under the Business Park and Residential Alternative, approximately 50% the area within TTM 35394 generally north of Mustang Way (where Mustang Way would connect to Warren Road) would be developed into a business park. The area south of this would be developed with 5,000 square foot minimum lots. The business park uses would be located in High Risk Area II for the Hemet-Ryan Airport which is an acceptable use in this area.

7.5.1 - Impact Analysis

Air Quality impacts would not be reduced as the business park uses would generate more vehicular traffic and land use compatibility impacts would be an issue to the existing residential areas in the area. Agricultural Resources would also be adversely impacted with development of the business park and the 5,000 square foot lots. Impacts from the Hemet-Ryan Airport would be reduced as compatible business park uses would be located within High Risk Area II.

7.5.2 - Conclusions

Although this alternative is slightly environmentally superior to the proposed project in that it would reduce impacts from the Hemet-Ryan Airport, it would not fully implement the projects objectives of providing an active senior adult community with connectivity to the existing senior community. It would also create potential land use compatibility conflicts between the business park and the residential uses in the area.

Table 7-1: Summary of Project Alternative Impacts

Environmental Topic	Project	No Project	Alternative 1 Existing General Plan/Specific Plan	Alternative 2 Reduced Density	Alternative 3 Business Park & Residential
Aesthetics	Less than significant	*Less*	Greater	Similar	Greater
Agricultural Resources	Significant	Less	Similar	Similar	Similar
Air Quality	Significant	Less	Greater	Less	Greater
Biological Resources	Less than significant with mitigation	Less	Similar	Similar	Similar
Geology and Soils	Less than significant with mitigation	Less	Similar	Similar	Similar
Hazards and Hazardous Materials	Less than significant with mitigation	Less	Greater	Less	Greater
Hydrology and Water Quality	Less than significant with mitigation	Less	Similar	Less	Similar
Land Use and Planning	Less than significant	Less	Greater	Similar	Greater
Mineral Resources	Less than significant	Less	Similar	Similar	Similar
Noise	Less than significant with mitigation	Less	Greater	Less	Greater

Table 7-1: Summary of Project Alternative Impacts (Cont.)

Environmental Topic	Project	No Project	Alternative 1 Existing General Plan/Specific Plan	Alternative 2 Reduced Density	Alternative 3 Business Park & Residential
Population and Housing	Less than significant	Less	Similar	Less	Less
Public Services	Less than significant	Less	Greater	Less	Greater
Recreation	Less than significant	Less	Less	Similar	Less
Transportation and Traffic	Less than significant with mitigation	Less	Greater	Less	Greater
Utilities	Less than significant	Less	Greater	Less	Greater

SECTION 8: SUMMARY OF MITIGATION MEASURES

Air Quality

AQ-01 Prior to construction of the project, the project proponent shall provide a Fugitive Dust Control Plan that will describe the application of standard best management practices to control dust during construction. Best management practices (BMPs) shall include application of water on disturbed soils a minimum of two times per day except on days when a rain event occurs, then exposed surfaces would be watered as necessary to meet the intent of Rule 403, covering haul vehicles, replanting disturbed areas as soon as practical, restricting vehicle speeds on unpaved roads to 15 mph, suspending grading activities when the wind exceeds 25 mph, and other measures, as deemed appropriate to the site, to control fugitive dust. The Fugitive Dust Control Plan shall be submitted to the City and SCAQMD prior to construction.

AQ-02 Construction equipment shall be equipped Tier II diesel particulate matter filters.

AQ-03 Construction equipment shall be properly maintained in accordance with manufacturer's specifications at an offsite location; maintenance shall include proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction and subject to review by the City and the SCAQMD.

AQ-04 The developer shall require all contractors to turn off all construction equipment and delivery vehicles when not in use.

AQ-05 Prior to construction of the project, the developer shall provide a traffic control plan to the City that will describe in detail safe detours around the project construction site and provide temporary traffic control (e.g., flag person) during construction-related truck hauling activities. The traffic control plan is primarily intended as a safety measure but also can minimize traffic congestion and delays that increase idling and acceleration emissions. The traffic control plan shall be prepared in accordance with U.S. Department of Transportation Federal Highways Administration Rule on Work Zone Safety 23 CFR 630 Subpart J, Developing and Implementing Traffic Management Plans for Work Zones.

AQ-06 The developer shall require painting to be applied using either high-volume low-pressure (HVLP) spray equipment capable of achieving 65 percent transfer efficiency or by hand application.

AQ-07 Prior to the issuance of a grading permit, the developer shall provide a plan to the City listing the measures that will be used to encourage employee carpooling using

measures recommended by the Riverside County Transportation Commission Inland Empire Commuter Services. Workers shall be informed in writing of the measures available, and a letter will be placed on file at the City documenting the extent of carpooling anticipated.

AQ-08 Onsite electrical hook ups shall be provided for electric construction tools including saws, drills and compressors, to minimize the need for diesel powered electric generators.

AQ-09 During construction, bumper strips or similar best management practices shall be provided where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.

AQ-10 During all construction activities, construction contractors shall sweep onsite and offsite streets if silt is carried to adjacent public thoroughfares, to reduce the amount of particulate matter on public streets.

AQ-11 Any fireplaces installed in residences shall be only natural gas fired. Any stoves installed in residences shall be only natural gas or electric.

Biological Resources

BR-1a A Determination of Biologically Equivalent or Superior Preservation (DBESP) has been completed for BUOW. Recommendations in the DBESP must be followed to reduce impacts to BUOW. These recommendations include a preconstruction survey to determine if BUOW occur within the disturbance area, avoiding disturbance within 75 meters of a burrow during breeding season (February 1 through August 31) and within 50 meters during the nonbreeding season, passive relocation of all BUOW onsite outside of the nesting season, the conservation and maintenance of at least 6.5 acres of suitable habitat, and the construction of six artificial burrows in the conservation area. The specific mitigation can be found in the DBESP (Appendix D).

BR-2 Prior to issuance of a grading permit, detailed plans of the infrastructure improvements shall be reviewed by a qualified regulatory specialist to determine the extent of impacts to jurisdictional areas and confirm the permits required. Applicable permits must be obtained from the regulatory agencies (including a 404 permit from the USACE, a 401 Certification from RWQCB, and a streambed alteration agreement from CDFG, as applicable) prior to issuance of a grading permit. The paseo system proposed by the project will provide riparian resource value; therefore no additional mitigation is recommended for impacts to waters of the U.S. and CDFG jurisdictional streambed.

BR-3 Ground disturbance activities should take place outside the avian nesting season, which extends from early February through August, but can vary slightly from year to year based upon seasonal weather conditions. If ground disturbance must occur during avian breeding season, a clearance survey for nesting birds shall be conducted within 2 weeks prior to any ground disturbing and vegetation/tree removal activities. If nesting birds are determined to occur within the impact area, the biological monitor shall mark a buffer around the nest and no ground or vegetation disturbance can occur until it is determined by a qualified biologist that the nest has successfully fledged young and it that the nest is no longer active.

BR-4 The project must conform with the MSHCP Urban/Wildland Interface Guidelines as described in the MSHCP Consistency Analysis Report (Appendix D). Conformance with these Guidelines shall be reviewed by the City during final plan check.

BR-5 The project must demonstrate conformance with the MSHCP to the satisfaction of the City Planning Director prior to issuance of grading permits. Conformance with the MSHCP includes, but is not limited to the following:

- Completion of the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process;
- Compliance with the Riparian/Riverine Areas and Vernal Pools Guidelines;
- Compliance with the Protection of Narrow Endemic Plant Species Guidelines;
- Compliance with the Criteria Species Survey Area requirements;
- Completion of a DBESP for BUOW;
- Conformance with the Urban/Wildlands Interface Guidelines; and
- Payment of the MSHCP Local Development Mitigation Fee.

Cultural Resources

CR-1 Should previously unidentified cultural resource sites, prehistoric or historic cultural resources be encountered during monitoring, they should be Phase II tested and evaluated for significance following CEQA Guidelines prior to allowing a continuance of grading in the area. A foundation associated with the former house in the northwest corner of the project area may be uncovered during grading. This material is not more than 45 years old and so can be discounted.

CR-2a Limited archaeological monitoring is recommended during all earthmoving, grading, grubbing, trenching or other earth-disturbing activities on the project site. A City-approved Project Archaeologist must create a mitigation-monitoring plan prior to earthmoving in the project area, a pre-grade meeting associated with the details of that plan must occur between the monitoring archaeologist, the City representative, and the grading contractor before grading begins.

The plan must discuss contingency plans associated with Native American tribal representation if any prehistoric artifacts are found during earthmoving. These may be considered sacred items by Native American tribes. The mitigation-monitoring plan document must contain a description of how and where artifacts will be curated if found during monitoring.

CR-2b Once a depth below the modern ground surface of 3 feet is reached, monitoring of development-related excavation is required during all construction-related earthmoving. Earthmoving should be monitored on a full-time basis. The Project Archaeologist may, at his or her discretion, terminate monitoring if and only if no buried cultural resources have been detected after 50 percent of the ground in the project area has been graded. If buried cultural resources are detected during monitoring, monitoring must continue until 100 percent of virgin earth within the project has been disturbed and inspected by the monitor (s).

CR-3a Monitoring of excavation in areas identified as likely to contain paleontologic resources by a qualified paleontologic monitor. Based upon the results of this review, areas of concern include undisturbed older Pleistocene alluvium. Paleontologic monitors should be equipped to salvage fossils, as they are unearthed, to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. Monitors must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Monitoring may be reduced if the potentially fossiliferous units described are not present, or, if present, are determined upon exposure and examination by qualified paleontologic personnel to have low potential to contain fossil resources.

CR-3b Paleontologic monitoring of any earthmoving will be conducted by a monitor, under direct guidance of a qualified paleontologist. Earthmoving in areas of the parcel where previously undisturbed sediments will be buried but not otherwise disturbed will not be monitored. Monitoring shall begin once earthmoving reaches 5 feet below the original ground surface. If too few fossil remains are found after 50 percent of the planned-for earthmoving has been completed, monitoring can be reduced or discontinued in those areas at the project paleontologist's direction.

CR-3c If paleontological resources are detected during monitoring, a report must be generated. The following items must be presented in the report: Recovered specimens must be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. The recovered fossils must be identified and curated into a professional, fully accredited museum repository with permanent retrievable storage (e.g., SBCM). The

paleontologist must have a written repository agreement in hand prior to the initiation of mitigation activities. The report and inventory, when submitted to the Lead Agency, will signify completion of the program to mitigate for impacts to paleontologic resources.

Geology and Soils

GS-1a **Grading and Building Design.** Prior to the issuance of grading and building permits, the developer shall comply with each measure described in Sections 4.1 through 5.2 of the *Update Geotechnical Investigation Rancho Diamante, Tentative Tract Map 35392, 35393, and 35394 City of Hemet Riverside County, California*, Leighton and Associates, June 15, 2007. All grading and design/construction measures recommended by the detailed geological investigation shall be identified on grading and building plans and implemented to the satisfaction of the City Public Works Department.

GS-1b **Construction Design.** Prior to the issuance of grading and building permits, the developer shall demonstrate that all grading and building activities comply with the most recent Uniform Building Code seismic design standards. This shall be completed to the satisfaction of the City Public Works Department.

GS-2a **Erosion Controls.** Prior to the issuance of a grading permit, the developer shall submit a grading plan describing the wind and water erosion controls that will be employed during all grading activities. These controls shall be consistent with Best Management Practices and shall be demonstrated to the satisfaction of the City Engineering Department and any other departments deemed appropriate by the City. Further, these plans shall include the methods of erosion control and be compiled be a registered civil engineer (also see Mitigation Measures in Sections 4.3, Air Quality, pertaining to dust control measures, and 4.8, Hydrology/Water Quality, pertaining to erosion and siltation control measures.

Hazards and Hazardous Materials

HHM-1 If during construction activities on TTMs 35392, 35393 and 35394 any discolored soil, soils with an unusual odor, or undocumented subsurface structures are encountered during future development on the site, a qualified soil investigation professional shall investigate the soil, and if necessary procure samples for testing. Any contamination shall be properly remediated to residential standards in conjunction with an oversight agency (either Riverside County Fire or the California Department of Toxic Substances Control). If abandoned septic tanks, pits or leach lines are uncovered, the Riverside County Department of Public Health shall be contacted to coordinate the proper abandonment of these features.

HHM-2 The following uses shall be prohibited from Tentative Tract Map 35394: public or private children's schools, places of assembly (i.e., auditorium, theatre, recreation facility, shopping mall, restaurant, clubhouse, arena, stadium, circus, major retail outlets, funeral homes, bowling alleys, banks, professional office buildings, or labor intensive industrial operations), institutional uses (i.e., church, motel, hospital, nursing home, health facility, clinic, care home, convalescent facility, or day care).

HHM-3 The following uses, if proposed within Tentative Tract Maps 35392 or 35393, shall require discretionary approval by the Riverside County Airport Land Use Commission: public or private children's schools, places of assembly (i.e., auditorium, theatre, recreation facility, shopping mall, restaurant, clubhouse, arena, stadium, circus, major retail outlets, funeral homes, bowling alleys, banks, professional office buildings, or labor intensive industrial operations), institutional uses (i.e., church, motel, hospital, nursing home, health facility, clinic, care home, convalescent facility, or day care).

HHM-4 The project applicant shall obtain discretionary approval for the density proposed in Tentative Tract Map 35394 by the Riverside County Airport Land Use Commission as it conflicts with the minimum residential lot size of 2.5 acres as presented in the 1992 Hemet-Ryan Airport Comprehensive Airport Land Use Plan.

HHM-5 The following uses shall be prohibited from the project site:

- Hazardous material facilities;
- Hazardous uses (e.g., aboveground storage tanks);
- Outdoor stadiums;
- Any use which would direct a steady 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 the Hemet-Ryan Airport, other than an FAA-approved navigational signal light or visual approach slope indicator;
- Any use which would cause sunlight to be reflected toward an aircraft engaged in initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport;
- Any use which would generate smoke or vapor or which could attract large concentrations of birds, or which may otherwise affect safe air navigation within the area;
- Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

HHM-6 Refuse containers at any public locations at the project site shall be covered to prohibit attracting any wildlife to the project site.

HHM-7 Prior to issuance of building permits, the landowner shall record Avigation Easements covering the entire parcels 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). The Avigation Easement shall be filed with the Riverside County Clerk. Evidence of the filing will be submitted to the City of Hemet.

HHM-8 A "Notice of Airport in Vicinity" shall be distributed to all potential home buyers at the project site. The Notice should also be distributed within the disclosure section of the purchase agreement or lease agreement.

HHM-9 Any outdoor lighting installed shall be hooded and shielded to prevent either the spillage of lumens or reflection into the sky. All lighting plans should be reviewed and approved by the airport manager prior to approval.

HHM-10 The project applicant shall complete the Federal Aviation Administration Form 7460 and provide documentation to the City of Hemet that the form was submitted. Refer to http://forms.faa.gov/forms/faa7460-1.pdg for more information.

HHM-11 The project shall have a height restriction on all structures of 35 feet or 2 stories, whichever is less.

HHM-12 There are 4.8 acres within Tentative Tract Map 35394 in the Inner Turning Zone near the northwestern corner that shall be designated with a land use consistent with the California Airport Land Use Planning Handbook unless the plan for extension of the Hemet-Ryan Airport is modified prior to the issuance of building permits. If the plan for the extension of the Hemet-Ryan Airport is modified prior to the issuance of building permits, a subsequent analysis shall be conducted to ensure that the project is consistent with the new zone designations.

Hydrology and Water Quality

HWQ-1a Prior to the issuance of a grading permit for each phase of development, a final Water Quality Management Plan (WQMP) shall be approved by the City Public Works Department. The WQMP shall include the Site Design Best Management Practices (BMPs) contained in Table 5 of the Preliminary Water Quality Management Plan prepared for the project (Stantec 2007a, b, c).

HWQ-1b Prior to the issuance of a grading permit for each phase of development, a final Water Quality Management Plan (WQMP) shall be approved by the City Public Works

Department. The WQMP shall include the Source Control Best Management Practices (BMPs) contained in Table 9 of the Preliminary Water Quality Management Plan prepared for the project (Stantec 2007a, b, c). The BMPs are intended to minimize urban runoff, minimize impervious footprint, conserve natural areas, and minimize directly connected impervious areas

HWQ-1c Prior to the issuance of a grading permit for TTM 35392, a final Water Quality Management Plan (WQMP) shall be approved by the City Public Works Department. The WQMP shall include Treatment Control Best Management Practices (BMPs) which utilizes infiltration basins at each of the six (6) discharge drainage basins A-F as identified in the Preliminary Drainage Report for TTM 32392 (Stantec 2007d). The developers engineer shall complete the final design identifying appropriate design details to the satisfaction of the City Engineer.

HWQ-1d Prior to the issuance of a grading permit for TTM 35393, a final Water Quality Management Plan (WQMP) shall be approved by the City Public Works Department. The WQMP shall include the Treatment Control Best Management Practices (BMPs) which utilizes an infiltration basin. The developers engineer shall complete the final design identifying appropriate design details to the satisfaction of the City Engineer.

HWQ-1e Prior to the issuance of a grading permit for TTM 35394, a final Water Quality Management Plan (WQMP) shall be approved by the City Public Works Department. The WQMP shall include the Treatment Control Best Management Practices (BMPs) which utilizes an infiltration basin. The developers engineer shall complete the final design identifying appropriate design details to the satisfaction of the City Engineer.

HWQ-1g Prior to the issuance of a building permit, the developer shall obtain the following permits or approvals relative to any modifications to onsite drainage channels: 1) State Department of Fish and Game, 1601 Streambed Alteration Agreement; 2) State Water Resources Cointrol Board, Clean Water Act (CWA) Section 401 Water Quality Certification; 3) US Army Corps of Engineers, CWA Section 404 Permit; 4) State Water Regional Control Board Construction Permit.

HWQ-7a The project applicant shall submit to FEMA an application to revise the FIRM to remove the portion of TTM 35392 from the 100-year flood hazard area shown on the map. The revised FIRM for the City of Hemet showing that the project site is not within the 100-year flood hazard area shall be completed prior to granting building permits for the proposed project.

Noise

NOI-1 The project applicant shall construct a noise barrier, likely in the form of a sound attenuation wall, per recommendations made in the Final Noise Study prepared by Urban Crossroads. The wall will be of minimum height and design to attenuate noise levels below City of Hemet standards and should be constructed in the vicinity of the residential receptors where City of Hemet noise level standards may be exceeded.

NOI-4a At the time the grading permit application is submitted, the project applicant shall submit a construction noise mitigation plan to the City of Hemet for review and approval. The plan shall depict the location of construction equipment and describe how noise would be mitigated through methods such as, but not limited to, locating stationary noise-generating equipment (such as pumps and generators), as far as possible from nearby noise-sensitive receptors. Where practicable, noise-generating equipment will be shielded from nearby noise-sensitive receptors by noise-attenuating buffers such as structures or haul trucks trailers. Onsite noise sources such as heavy equipment located less than 200 feet from noise-sensitive receptors will be equipped with noise-reducing engine housings. Portable acoustic barriers able to attenuate at least 6 dB will be placed around noise-generating equipment located within 200 feet of residences. Water tanks and equipment storage, staging, and warm-up areas will be located as far from noise-sensitive receptors as possible. The noise attenuation measures identified in the plan shall be incorporated into the project.

NOI-4b Construction activities shall adhere to the following noise requirements:

- All construction equipment shall utilize noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.
- Hours of construction shall comply with those established in Section 30-32 of Division 1 of the City of Hemet Code of Ordinances. Those hours are weekdays from 6 a.m. through 6 p.m. during the months of June through September and from 7 a.m. through 6 p.m. during the months of October to May. Construction is permitted on Saturdays from 7:00 a.m. to 6:00 p.m. Construction is prohibited on Sundays.

Transportation

TAZ 1 (TTM 35393)

T-1a The developer shall construct the following on-site roadway improvements as described on Exhibit 10-A of the Rancho Diamante Phase II Traffic Impact Analysis dated May 8, 2007, as determined by the City Public Works Department:

- Construct Mustang Way at its ultimate half section width as a secondary roadway from Warren Road to Fisher Street in conjunction with development.
- Construct Poplar Street at its ultimate half section width as a collector roadway from Warren Road to Fisher Street in conjunction with development.
- Construct Warren Road at its ultimate half section width as a secondary roadway from Mustang Way to Poplar Street in conjunction with development.
- Construct Fisher Street at its ultimate half section width as a collector roadway from Mustang Way to Poplar Street in conjunction with development.
- Restrict Driveway #3 to the right in/out only by constructing a raised median within the driveway.
- Restrict Driveway #5 to right in/out and left in only by providing a painted median on Old Warren Road.
- On-site signing and striping shall be implemented in conjunction with detailed construction plans for the project site.
- Sight distance at the project entrance shall be reviewed with respect to Caltrans and City of Hemet sight distance standards at the time of preparation of final grading, landscaping, and street improvement plans.
- Provide stop sign control at the project driveway that intersect with public roadways that do not meet traffic signal warrants. Install traffic signal when warranted.

TAZ 2 (TTM 35394)

T-2a The developer shall construct the following on-site roadway improvements as described on Exhibit 10-C of the Rancho Diamante Phase II Traffic Impact Analysis dated May 8, 2007, as determined by the City Public Works Department:

- Construct New Stetson Avenue at its ultimate half section width as an Urban Arterial from New Warren Road to Old Warren Road in conjunction with development.
- Construct New Warren Road at its ultimate half section width as a Major Roadway from Stetson Avenue to the southerly project boundary in conjunction with development.

- Construct Warren Road at its ultimate half section width as a Secondary Roadway from New Stetson Avenue to the southerly project boundary in conjunction with development.
- Install a traffic signal at the intersection of Warren Road and New Stetson Avenue when warranted.
- Install a traffic signal at the intersection of New Warren Road and New Stetson Avenue when warranted.
- Install a traffic signal at the intersection of Warren Road and Mustang Way when warranted.
- Left turns out of Driveway #1 on New Warren Road shall be prevented in the future when the through volumes on New Warren Road have increased to the point where the City deems the restriction necessary.
- Left turns out of Driveway #2 on New Stetson Avenue shall be prevented in the future when the through volumes on New Stetson Avenue have increased to the point where the City deems the restriction necessary.
- On-site signing and striping shall be implemented in conjunction with detailed construction plans for the project site.
- Sight distance at the project entrance shall be reviewed with respect to Caltrans and City of Hemet sight distance standards at the time of preparation of final grading, landscaping, and street improvement plans.
- Provide stop sign controls at the project driveway that intersect with public roadways that do not meet traffic signal warrants.

TAZ 3 (TTM 35392)

T-3a The developer shall construct the following on-site roadway improvements as described on Exhibit 10-E of the Rancho Diamante Phase II Traffic Impact Analysis dated May 8, 2007, as determined by the City Public Works Department:

- Construct New Stetson Avenue at its ultimate half section width as a Major Roadway from the westerly project boundary to the easterly project boundary in conjunction with development.
- Construct Thorton Avenue at its ultimate half section (as appropriate) width as a Collector Roadway from the westerly project boundary to the easterly project boundary in conjunction with development.
- Construct Fisher Street at its ultimate full width as a Collector Roadway from Stetson Avenue to Thorton Avenue in conjunction with development.

- Install a traffic signal at the intersection of New Stetson Avenue and Old Stetson Avenue when warranted.
- Install a traffic signal at the intersection of New Stetson Avenue and Fisher Street when warranted.
- On-site signing and striping shall be implemented in conjunction with detailed construction plans for the project site.
- Sight distance at the entrance shall be reviewed with respect to standard Caltrans and City of Hemet sight distance standards at the time of preparation of final grading, landscaping, and street improvement plans.
- Provide stop sign controls at all project entrances that intersect with public roads that do not meet traffic signal warrants.

Off -Site Mitigation Measures

The following mitigation measures are recommended to mitigate the projects impacts on the regional road system.

T-4a Prior to the issuance of building permits, TTMs 35392, 35393, and 35394 shall pay their respective individual Transportation Uniform Mitigation Fee (TUMF).

T-4b Prior to the issuance of building permits, TTMs 35392, 35393, and 35394 shall coordinate off-site improvements for Rancho Diamante Phase II with the proposed Southwest Hemet Roadway Phasing and Financing Program. In the event that the Southwest Hemet Roadway Phasing and Financing Program is not in effect at the time one or more of the subject TTMs (35392, 35393, or 35394) are ready to be issued building permits, this requirement may be waived by the Public Works Director.

T-4c The developer shall be responsible for the project's Fair Share Contribution for study area intersection improvements as shown in Table 8-1 "Year 2009 With Project Without Schools Conditions" of the Rancho Diamante Phase II Traffic Impact Analysis dated May 8, 2007. The fair share percentage may be modified by the City Public Works Department based on actual number of units approved.

Utilities

U-2a Waste Water. The proposed project will comply with all RWQCB wastewater treatment requirements.

U-2b Prior to the issuance of building permits, development plans shall be provided to EMWD, Southern California Edison, the Southern California Gas Company, Verizon, and other local utilities as they become available in order to facilitate

engineering, design and construction of improvements necessary to provide water, electrical, natural gas, and telephone service to the project site.

U-2c Prior to the issuance of building permits, the applicant shall comply with the guidelines provided by Southern California Gas and Edison in regard to easement restrictions, construction guidelines, protection of pipeline easements, and potential amendments to right-of-way in the areas of any existing easements of these companies.

U-2d Prior to the issuance of building permits, development plans shall be provided to EMWD, Southern California Edison, the Southern California Gas Company, Verizon, and other local utilities as they become available in order to facilitate engineering, design and construction of improvements necessary

Global Climate Change

CC-1 Prior to approval of each Final Tract Map OR prior to issuance of grading permits, the applicant or merchant builders shall provide an "Energy and Water Efficiency Plan." The Plan shall provide implementation and design level details demonstrating inclusion of feasible energy and water efficiency measures. The Plan shall incorporate energy standards in effect at the time the plan is prepared, and commercially available technology or features. The Plan will be prepared to the satisfaction of the City of Hemet, Community Development Director. Design features to be included include but are not limited to the following:

a) Design to meet or exceed 2008 Title 24 requirements.

b) Use of cool paints on buildings and driveway areas.

c) Incorporation of a minimum of two deciduous shade trees on the south and west sides of each of the residential units.

d) Incorporation of energy efficient (EPA star rated or equivalent) appliances (i.e., dishwashers, washer, dryer, refrigerator, stoves, etc.) where they are provided by the developer.

e) Incorporation of energy efficient exterior lighting and compact fluorescent lights in residential units.

f) Tankless water heaters installed in the residential units. Additionally, water efficient fixtures and appliances shall be installed where feasible.

g) A Landscape Plan for the developer-installed landscaping pursuant to City of Hemet Ordinance, Article XLVIII, Landscaping and Irrigation shall be prepared. Included in the Plan shall be the following: the landscaping in the open space areas shall use drought-resistant plants; water efficiency training and certification

shall be required for irrigation designers, installers, and managers; the Homeowner's Association(s) shall be audited for their water use to promote efficient water use; and there shall be restrictions on watering methods in the open space areas to prohibit systems that apply water to non-vegetated systems.

h) The residential areas shall have a limit on the amount of turf (grass) of a maximum of 25 percent of the total yard. There shall be no minimum grass area requirement.

i) Graywater and raincapture systems shall be offered to the homebuyers as an option. This option shall be actively advertised and demonstrated in all of the model homes.

CC-2 To reduce vehicle miles traveled and emissions associated with trucks and vehicles, the following measures shall be implemented to the satisfaction of the City of Hemet, Community Development Director:

a) Onsite bicycle storage parking shall be provided where designated by the City of Hemet Parks and Facilities Department.

b) The applicant shall pay its fair share contribution to traffic impact fees and coordinate with the City regarding intersections within the project vicinity, such that traffic passes more efficiently through congested areas. If signals are installed as part of the project, the applicant shall install the use of Light Emitting Diode traffic lights.

c) Bicycle lanes and sidewalks/pedestrian paths shall be incorporated into the project area, to connect project residences to schools, parks, and the nearest transit stop.

d) Work with the County of Riverside Transit Agency to determine if there is a need for a bus pull out area and benches on the project site. If there is a need, they shall be installed at the expense of the applicant.

CC-3 To reduce waste, the applicant shall prepare a Waste Management Plan with the goal of reducing waste during construction by at least 50 percent. There shall be an area designated for recycling waste from the project during construction.

CC-4 Electrical outlets shall be installed in the exterior of the residences to power outdoor electric lawn and garden equipment for landscaping. Additionally, any landscape equipment to be used to maintain the public areas in the development shall be electric.

SECTION 9: REPORT PREPARATION RESOURCES

9.1 - EIR Preparation Personnel

Organizations and Persons Contacted

City of Hemet ..... Richard Masyczek, Planning Director
Ron Running, Principal Planner
Loretta Domenigoni, Associate Planner
Bernie Chase, Associate Planner

Technical Subconsultants

Stantec ..... Evan Wilks, Engineering
Shay Even, Engineering Technician

Urban Crossroads ..... Francisco Sotelo, Noise
Scott Sato, Traffic

Environmental Impact Report

Michael Brandman Associates ..... Kent Norton, AICP, REA, Project Director
Ernest Perea, AICP, Project Manager
Linda Archer, Regulatory Specialist
Vince Mirabella, Air Quality Specialist
Cori Wilson, Air Quality Specialist
Chelsea Ayala, Noise Specialist
Michael Dice, Archaeologist
James Hickman, Biologist
Mike Serrano, Geographic Information Systems
Sandi Palkki, Sr. Word Processor
Nancy Van Westbroek, Word Processor