



INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Project Title:	General Plan Amendment No. 15-001, Zone Change No.15-001	
Case No.	General Plan Amendment No. 15-001, Zone Change No.15-001	
Assessor's Parcel No.	448-270-004, -005, -006	
Lead Agency Name and Address:	City of Hemet – Planning Division Attn: Carole Kendrick 445 E. Florida Avenue Hemet, California 92543-4209	
Project Location:	East side of Sanderson Avenue, northerly of Devonshire Ave. Hemet, CA 92545 Riverside County	
Project Sponsor's Name and Address:	Greg Kahlen President The Kahlen Group, Inc. (951) 520-1331	1295 Corona Pointe Court Suite 104 Corona, CA 92879
General Plan Designation(s):	Existing: NC – Neighborhood Commercial Proposed: HDR – High Density Residential	
Zoning:	448-270-004 & -005: R-3 – Multiple Family Residential Existing (448-270-006): C1 – Neighborhood Commercial Proposed: R-3 – Multiple Family Residential	
Contact Person:	Carole Kendrick, Associate Planner City of Hemet 445 E. Florida Avenue Hemet, California 92543-4209	
Phone Number:	(951) 765-2373	
Date Prepared	August 2016	

Description of the Project

The applicant proposes a General Plan Amendment and Zone Change for 5.5± acres on the east side of Sanderson Avenue, surrounded by Devonshire Avenue on the south, Sanderson Avenue on the west, and Circeli Way to the east. The project site is currently designated as Community Commercial (CC) in the City’s General Plan and the applicant proposes its modification to High Density Residential (HDR 18.1-30.0). Within the project site, assessor’s parcel numbers 448-270-004 and 448-270-005 are zoned as Multiple Family Residential (R-3) and assessor’s parcel number 448-270-006 is zoned as Neighborhood Commercial (C-1). The applicant proposes a Zone Change for assessor’s parcel number 448-270-006 from Neighborhood Commercial (C-1) to Multiple Family Residential (R-3). The General Plan Amendment and Zone Change could generate up to 139 units at maximum density of 25 du/ac allowed under the R-3 zone.

The proposed changes are as follows:

**Table 1
Proposed Amendments**

APN	Exist. Gen. Plan Designation	Proposed Gen. Plan Designation	Existing Zoning	Proposed Zoning	Site Area
448-270-004	CC	HDR *	R-3	R-3	0.96
448-270-005	CC	HDR *	R-3	R-3	3.13 acres
448-270-006	CC	HDR *	C-1	R-3	1.48 acres
Total:					5.57 acres

HDR * – High Density Residential

Currently, the project site is vacant with the exception of a retention basin located on assessor’s parcel number 448-270-004. Single and multi-family residential surrounds the subject site on the north, east, and west. To the south is a commercial area and a car wash building, which will share a restricted access driveway on Sanderson Avenue. Access to the project site will be provided through Sanderson Avenue and Circeli Way.

The project proposes: 1) rezoning of assessor’s parcel number 448-270-006 from Neighborhood Commercial (C-1) to Multiple Family Residential (R-3), 2) amendment of the General Plan Land Use Designation on 448-270-004, 448-270-005, and 448-270-006 from Neighborhood Commercial (NC) to Density Residential (HDR 18.1-30.0 du/ac).

The on-site retention basin, currently serves the surrounding properties to manage stormwater runoff. It is assumed that the retention basin will be removed as part of the proposed project and the entire site will be developed as multi-family residential units. However, the development of the retention basin is contingent on finding an ultimate stormwater management area alternative for the surrounding properties. The applicant has indicated their intention to propose an apartment complex on the site in the future. Conceptual plans proposed 87 apartment units, but the size and layout of the project will be determined when project-specific applications are made.

Environmental Setting and Surrounding Land Uses

The subject property is located in the western area of the City of Hemet. It is surrounded by urban development, including single- and multi-family residential and commercial land uses. The site is relatively flat, undeveloped, and vacant. Surrounding land uses include:

North: Golf Course and Residential (Colonial Country Club)

South: Commercial (Jiffy Lube Oil Change Center, Splash Car Spa/ Sanderson Car Wash), Multi-Family Residential

East: Single and Multi-Family Residential

West: Church, Vacant and Single Family Residential

Other public agencies whose approval is required

None.

CALIFORNIA

PACIFIC OCEAN

MEXICO



RIVERSIDE COUNTY



02.25.16



Source: Google Earth, 2016



02.25.16



02.25.16
N

Exhibit

3

Source: Google Earth, 2016

TERRA NOVA
PLANNING & RESEARCH, INC.

**Sanderson Apartments
Project Site Aerial
Hemet, California**

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, as indicated by the checklist and corresponding discussion on the following pages.

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

DETERMINATION: The City of Hemet Planning Department

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Deanna Elliano
Community Development
Director

Date

PURPOSE OF THIS INITIAL STUDY

This Initial Study has been prepared in accordance with the CEQA Guidelines Section 15063(c) to provide a preliminary analysis of a proposed project's actions and to determine if the project, as proposed, may have a significant effect upon the environment. The findings determined from the preliminary analysis are presented in the form of the Initial Study, which will be used in support of the preparation of a Mitigated Negative Declaration.

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on project-specific screening analysis).
- 2) All answers must take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A list of references used during the preliminary analysis and research should be attached with this document. In addition, other sources used or individuals contacted should be cited in the discussion.
- 8) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impacts to less than significance.

I. AESTHETICS		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a)	Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d)	Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting

The City and project site are located in the San Jacinto Basin, surrounded by mountain ranges in all directions. The foothills of the San Jacinto Mountains extend along the easterly and southerly portion of the City, beginning approximately +4.0 mile west and south of the subject property, and constitute a scenic vista for much of the San Jacinto Valley. The San Jacinto Mountain Range has a significant rise over the valley floor and is visible from most locations in the City.

The General Plan Amendment and Zone Change will have no impact on aesthetics. Ultimate development of the site, however, will result in the construction of multi-family units of up to 3 stories in height.

Discussion of Impacts

The proposed project will result in: 1) rezoning of assessor's parcel number 448-270-006 from Neighborhood Commercial (C-1) to Multiple Family Residential (R-3), 2) amendment of the General Plan Land Use Designation on 448-270-004, 448-270-005, and 448-270-006 from Neighborhood Commercial (NC) to Density Residential (HDR 18.1-30.0 du/ac), and the ultimate construction of multi-family residential units on the 5.5 acre site.

- a) Less Than Significant Impact.** From the subject property, scenic views of the San Jacinto Mountains are to the east, southeast, and northeast. Views of the lower elevations of the mountains are blocked by intervening development, including 1- and 2-story single and multi-family residential and commercial buildings to the immediate east (Circeli and Oradon Way), west (Sanderson Avenue), north (W Menlo Avenue), and south (Devonshire Avenue). However, middle and upper elevations of the mountains are visible above these structures. The mountains are also visible to the south and west, but are more distant, so their immediate scenic value is diminished.

Currently, the subject property is vacant with the exception of the retention basin, and is surrounded by residential and commercial buildings, consistent with other urban development in the area in scale and height.

The General Plan Amendment and Zone Change will not directly impact scenic vistas, but the ultimate development will result in the construction of two- and/or three-story apartment buildings. The development of the proposed project will primarily affect scenic mountain views as seen from properties west, east and south of the subject site. Building height in the R-3 zone can extend to 45 feet or 3 stories. The applicant previously proposed building heights extending to 31 feet. The ultimate construction of a multi-family project on the site would result in limited obstruction of views for viewers to the west, insofar as three stories would result in short-range view blockage to the east. Views to the northeast and southeast would remain, however. Viewers located to the south of the site will experience view blockage to the immediate north, but would still have views to the northeast and east.

West Menlo Avenue and Circeli and Oradon Way consist of single story residential units and the Colonial Golf and Country Club, and ground level short range views to the north and east are currently obstructed. The primary views for these areas are north and east, and the ultimate development of the project site will not impact these views.

Rezoning of assessor's parcel number 448-270-006 to Multiple Family Residential (R-3) and amendment of the General Plan Land Use Designation on 448-270-004, 448-270-005, and 448-270-006 to High Density Residential (HDR 18.1-30.0 du/ac), and project implementation (under an SDR) will impact views from other properties in the project vicinity to a lesser degree. From the south and southwest, street level views of the church and apartments will remain largely unchanged from current conditions. Building heights and materials can be expected to be similar to existing structures in the area.

Properties to the east of the site currently have views of the vacant property, a retention basin, and Lakeview and Temescal Mountain Ranges. After project build out, the immediate views from Circeli Way to the west will consist of multi-family residential buildings. Implementation of City's policies and programs would reduce the impact associated on views to the Lakeview and Temescal Mountain Ranges from Circeli Way to a less than significant level. In addition, the City's Zoning Ordinance includes restrictions to preserve common area open space, and specific view corridors would be considered in the review of the project. Furthermore, intervening landscaping and block walls will minimize ground level impacts. The proposed project will not impact views to the scenic vistas to the northwest, east and southwest.

Overall, although there will be some impact from the proposed project on short-range views at existing properties to the east, impacts to views of scenic vistas from surrounding properties will be less than significant.

- b) **No Impact.** The project site is not located within a state scenic highway. It does not contain scenic resources such as rock outcroppings or trees. The project site is located on a locally designated scenic corridor, and will be required to comply with the City's Scenic Highway Design Manual. No impact is expected.
- c) **Less Than Significant Impact with Mitigation Incorporated.** The project site is currently vacant and undeveloped. The General Plan Amendment and Zone Change will have no impact on the visual character of the site. The ultimate high-density residential development of the site will result in the construction of two and/or three story apartments in a style that is expected to be consistent with the style of development in the area. Single-story single family residences to the east and multi-family residences to the south of the subject property are generally about 20 feet in height. For the proposed

high-density residential development, structure heights of up to 45 feet would be greater than the building heights currently occurring in the immediate vicinity. The distance provided by Circeli Way will limit the potential shade and shadow impacts for properties to the east. The property to the south will experience limitations in views to the north.

The visual character of Circeli and Oradon Way is less intense, as one story structures occur on these streets, which are dominated by residential development. The existing buildings are typical of single story structures, and range to about 20 feet in height. The proposed project will increase the mass of the structures on Sanderson Avenue and Circeli Way, but design review and the inclusion of view corridors, variations in building massing and high quality architectural treatment to the structures will improve the visual character. The impacts associated with visual character are expected to be less than significant with mitigation, which is provided at the end of this section.

- d) **Less Than Significant Impact.** The site is currently vacant with the exception of a retention basin and there is no lighting onsite. The General Plan Amendment and Zone Change will have no impact on light or glare. The ultimate development of multi-family residential units on the site can be expected to generate increased levels of light and glare from interior and exterior building lighting, safety and security lighting, landscape lighting, and vehicles accessing the site. Glare can also be expected from building windows. However, lighting and glare levels are not expected to exceed typical levels within the surrounding urban environment, and will be regulated by the City's lighting standards. The project will be designed according to the City's Zoning Ordinance and will properly shield light fixtures to minimize spillage onto adjacent properties. The Zoning Ordinance and design standards will be incorporated to assure that project light and glare impacts will be less than significant.

Mitigation Measures

- I-1. To improve visual character, design review and the inclusion of view corridors, variations in building massing and high quality architectural treatment to the structures must be incorporated according to the City's ordinance, design standards, and guidelines specific to high density residential development.
- I-2. Setbacks, variation in building height and reductions in building massing shall be required adjacent to Circeli Way and the multi-family project immediately south of the project site.
- I-3. Along Sanderson Avenue, the right of way and setback widths shall be 10' and 25', respectively.

Monitoring

- I-A. Project plans will be reviewed for conformance to mitigation measures and City design standards.

Responsible Party: Planning Department

(Sources: Figure 2-1, Hemet General Plan, 2012; Hemet General Plan EIR, 2012 "California Scenic Highway Mapping System," accessed January 18, 2016; Hemet Municipal Code; City of Hemet Scenic Highway Setback Manual Design Criteria, 1990)

II. AGRICULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

a-c) No Impact. Currently, the project site is designated as urban and built-up land on farmland maps (General Plan; Exhibit 4.2-1). Within the property, assessor's parcel numbers 448-270-004 and 448-270-005 are zoned as Multiple Family Residential (R-3) and assessor's parcel number 448-270-006 is zoned as Neighborhood Commercial (C-1). The site for all three assessor's parcel numbers are not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance by the California Department of Conservation. In addition, the site is surrounded by lands, which are not in agricultural uses. The proposed project will change the zoning for assessor's parcel number 448-270-006 from Neighborhood Commercial (C-1) to Multiple Family Residential (R-3), however, this change will not conflict with zoning for agricultural uses or a Williamson Act contract. It will not result in other changes that could result in the conversion of farmland to non-agricultural uses. There will be no impact to agricultural resources as a result of the proposed project.

Mitigation Measures

None.

Monitoring

None.

(Sources: Hemet General Plan (Exhibit 4.2-1); "Riverside County Important Farmland 2010 Map," sheet 1 of 3, California Department of Conservation, published January 2012.)

III. AIR QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting

The project site is located in the South Coast Air Basin (the "Basin"), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). All development within the SSAB is subject to SCAQMD's 2012 Air Quality Management Plan (2012 AQMP). The SCAQMD operates and maintains regional air quality monitoring stations at numerous locations throughout its jurisdiction. The proposed site is located within Source Receptor Area (SRA) 28, which covers the Hemet/San Jacinto Valley. The other nearest air quality monitoring stations relative to the City are the Perris Valley monitoring station (SRA 24) and Lake Elsinore (SRA 25). Ambient concentration data of CO, O₃, and NO₂ emissions were taken from SRA 28. Data for SO₂ has been omitted, because attainment is regularly met in the Basin, and few monitoring stations measure SO₂ concentrations.

Currently, the Basin is classified as being in non-attainment for both ozone (O₃), PM_{2.5} and PM₁₀. The Basin continues to exceed federal and state standards for ozone and PM_{2.5}. The maximum measured concentrations for these pollutants were among the highest in the country, although significant improvement has been seen in recent years for both 24-hour and annual PM_{2.5} concentrations and only one location in the Basin is currently exceeding the 24-hour and annual design value form of the PM_{2.5} federal standards. The Basin's federal 3-year design values for ozone and PM_{2.5} have continued to exhibit downward trends through 2011.

The General Plan Amendment and Zone Change will have no impact on air quality. Ultimate development of the site, however, will result in site disturbance for construction, and long term impacts associated with operation of the project.

Discussion of Impacts

- a) **Less Than Significant Impact.** The project site is located in the South Coast Air Basin (the "Basin") and will be subject to SCAQMD's 2012 Air Quality Management Plan (2012 AQMP). The AQMP is based, in part, on the land use plans of the jurisdictions in the region. The current land use designation for the site is Neighborhood Commercial; however, the project is proposing its amendment to High Density Residential (HDR 18.1-30.0 du/ac). The proposed land uses will result in a change in land use designation for the site. However, the change from commercial land uses will result in lower trip generation, and as a consequence lower emissions than currently envisioned, since residential development generates much lower traffic than commercial, and the primary source of pollutant emissions in the City is vehicle related. Therefore, the proposed project will not conflict with or obstruct implementation of the applicable air quality plan. Less than significant impact associated with compliance with applicable management plans is expected.
- b) **Less Than Significant Impact with Mitigation Incorporated.** The California Emissions Estimator Model (CalEEMod) Version 2013.2.2 was used to project air quality emissions that will be generated by the proposed project. Criteria air pollutants will be released during both the construction and operational phases of the proposed project, as summarized in the Table 2 and 3. Table 2 summarizes short-term construction-related emissions, and Table 3 summarizes ongoing emissions generated at operation.

Construction Emissions

Site preparation, grading, hauling, paving, building construction, and application of architectural coatings are considered for the construction period of the project. For analysis purposes, it is assumed that construction will occur over a 1-year period from late 2016 to late 2017.

As shown in Table 2, emissions generated by construction activities will not exceed SCAQMD thresholds for any criteria pollutant. The analysis assumes there will be a net balance of soils on-site, and no soil materials will be imported or exported during grading. The data reflect average daily emissions over the 1-year construction period, including summer and winter weather conditions. Applicable minimization measures and best management practices include, but are not limited to, the implementation of dust control practices in conformance with SCQAMD Rule 403, proper maintenance and limited idling of heavy equipment, phasing application of architectural coatings and the use of low-polluting architectural paint and coatings. Adherence to such measures will ensure construction related emissions would remain less than significant. The complete list of minimization measures is provided at the end of this Section under Mitigation Measures.

Table 2
Maximum Daily Construction-Related Emissions Summary
(pounds per day)

Construction Emissions¹	CO	NO_x	ROG	SO₂	PM₁₀	PM_{2.5}
2016	42.22	54.72	5.15	0.04	21.20	12.68
2017	25.54	28.54	22.84	0.04	2.98	2.01
SCAQMD Thresholds	550.00	100.00	75.00	150.00	150.00	55.00
Exceeds?	No	No	No	No	No	No

¹ Average of winter and summer emissions, unmitigated, 2016-2017.

Source: CalEEMod model, version 2013.2.2 output tables generated 02.23.16.

Operational Emissions

Operational emissions are associated with area source emissions, emissions from energy demand (electric and natural gas), and mobile source (vehicle) emissions. They are ongoing emissions that will occur over the life of the project. Traffic generation trip rates were derived from the project specific Traffic Analysis prepared by Kunzman Associates, Inc. for this project.

Table 3
Operation-Related Emissions Summary
(pounds per day)

	CO	NO_x	ROG	SO₂	PM₁₀	PM_{2.5}
Operational Emissions ¹	33.19	6.95	5.93	0.06	4.77	1.45
SCAQMD Thresholds	550.00	100.00	75.00	150.00	150.00	55.00
Exceeds?	No	No	No	No	No	No

¹ Average of winter and summer emissions, unmitigated, 2017.

Source: CalEEMod model, version 2013.2.2 output tables generated 02.23.16.

As shown in Table 3, operational emissions will not exceed SCAQMD thresholds of significance for any criteria pollutants. The data are conservative and reflect unmitigated operations. Impacts related to operation will be less than significant.

- c) **Less Than Significant Impact.** The project site is located in South Coast Air Basin, which is classified as being in non-attainment for ozone (O₃), PM_{2.5} and PM₁₀. The proposed project will contribute to an incremental increase in regional ozone (O₃) and PM₁₀ emissions but will not exceed SCAQMD thresholds for PM₁₀ or ozone precursors (NO_x). Cumulative impacts are not expected to be considerable.
- d) **Less Than Significant Impact.** The nearest sensitive receptors are single-family residences located within 100 meters north and east of the project site, and multi-family units immediately south. To determine if the proposed project has the potential to generate significant adverse localized air quality impacts, the mass rate Localized Significance Threshold (LST) Look-Up Table was used. The City of Hemet and the project property are located within Source Receptor Area 28 (Hemet/San Jacinto Valley).

Based on the project's size and proximity to existing housing, the 5-acre site tables at a distance of 100 meters were used. Table 4 shows on-site emission concentrations for project construction and the associated LST.

As shown in the table 4, LSTs will not be exceeded under unmitigated conditions for all criteria pollutants. Therefore, air quality impacts to nearby sensitive receptors during construction will be less than significant.

**Table 4
Localized Significance Thresholds
(pounds per day)**

	CO	NOx	PM₁₀	PM_{2.5}
Construction	42.22	54.72	21.20	12.68
LST Threshold	5,331	425	67	19
Exceed?	No	No	No	No

Emission Source: CalEEMod model, version 2013.2.2 output tables generated 02.23.16.

LST Threshold Source: LST Mass Rate Look-up Table, SCAQMD.

- e) **Less Than Significant Impact.** The proposed project will operate as a residential development and is not expected to generate objectionable odors during any phase of construction or at project buildout. Short term odors associated with paving and construction activities could be generated; however, any such odors would be quickly dispersed below detectable levels as distance from the construction site increases. Therefore, impacts from objectionable odors are expected to be less than significant.

Mitigation Measures

To reduce the emission of potentially harmful pollutants during construction and operational phases of the project, the following measures should be implemented in conjunction with the ultimate project:

- III-1. Less than five minutes idling time for construction equipment, delivery trucks, worker vehicles, and haul trucks.
- III-2. Construction equipment properly serviced and well maintained.
- III-3. Use of aqueous diesel fuels and diesel oxidation catalysts to run diesel-powered construction equipment.
- III-4. A fugitive dust plan shall be prepared for the proposed project and shall be approved by the City Engineer. Said plan shall include but not be limited to the following best management practices:
 - Chemically treat soil where activity will cease for at least four consecutive days;
 - All construction grading operations and earth moving operations shall cease when winds exceed 25 miles per hour;
 - Water site and equipment morning and evening and during all earth-moving operations;
 - Operate street-sweepers on paved roads adjacent to site;
- III-5. To control fugitive dust emissions, wash off trucks as they leave the project site as necessary.

- III-6. Cover all transported loads of soils, wet materials prior to transport, provide adequate freeboard (space from the top of the material to the top of the truck) to reduce PM10 and deposition of particulate matter during transportation.
- III-7. Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic.
- III-8. Construction equipment and materials shall be sited as far away from residential uses as practicable.
- III-9. Existing power sources should be utilized where feasible via temporary power poles to avoid on-site power generation.
- III-10. Each portion of the project to be graded shall be pre-watered prior to the onset of excavation, grading or other dust-generating activities.
- III-11. SCAQMD Rule 1113 shall be adhered to, ensure low VOC paints/architectural coatings are used on all surfaces.

Monitoring

- III-A. Prior to the issuance of grading permits and authorization to proceed, the City Engineer shall review and approve project staging and detailed dust management plans. The dust control plan or equivalent documentation shall also address issues of construction vehicle staging and maintenance. The City Engineer and General Contractor will be the responsible parties to properly review the staging and detailed dust management plans.
- III-B. The City shall conduct daily inspections of the project and intervene when contractor deviates from City-approved plans. Daily logs shall be maintained on the activities and their conformance to the project's dust control plan. The City Engineer and General Contractor will be the responsible parties to properly review the staging and detailed dust management plans.

(Source: Hemet General Plan 2012, SCAQMD CEQA Handbook; 2003 PM10 Plan for the Hemet-Jacinto Valley, SCAQMD 2012 Air Quality Management Plan; CalEEMod Version 2013.2.2; project materials.)

IV. BIOLOGICAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The subject site is primarily characterized as ruderal/disturbed and surrounded on all sides by development, including paved roads, parking lots, and single and multi-family residential and commercial uses. Cadre Environmental prepared a biological resources assessment for the proposed project in August, 2015. Based on the literature review and field assessment of the site, the subject property is located in the San Jacinto Valley, which is under the jurisdiction of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) San Jacinto Valley Area Plan. It is not located within a MSHCP Criteria Cell, Group, or Linkage Area, or a predetermined Survey Area for narrow endemic or criteria area plant species, or a Survey Area

for amphibians or mammals. However, it is located within a predetermined Survey Area for burrowing owl.

The General Plan Amendment and Zone Change will have no impact on biological resources. Ultimate development of the site, however, will result in site disturbance.

Discussion of Impacts

- a) Less Than Significant Impact with Mitigation Incorporated.** Onsite ruderal/ disturbed (excluding retention basin) habitat is dominated by invasive non-native species. Non-native species include ripgut grass (*Bromus diandrus*), puncture vine (*Tribulus terrestris*), foxtail chess (*Bromus madritensis*), Russian thistle (*Kali tragus*), black mustard (*Brassica nigra*), wild oat (*Avena fatua*), horseweed (*Conyza canadensis*), prickly lettuce (*Lactuca serriola*), red-stemmed filaree (*Erodium cicutarium*), white-stemmed filaree (*Erodium moschatum*), cheeseweed (*Malva parviflora*), common knotweed (*Polygonum arenastrum*), and slender oat (*Avena barbata*). Native species include Palmer's amaranthus (*Amaranthus palmeri*), telegraph weed (*Heterotheca grandiflora*), jimson weed (*Datura wrightii*), western ragweed (*Ambrosia psilostachya*), and common sunflower (*Helianthus annuus*). These are not sensitive plant communities. Any potential sensitive species, if they occurred onsite, will be covered under the MSHCP. The subject site is not located within a predetermined Survey Area for MSHCP narrow endemic or criteria area plant species; therefore, no surveys are required. No oak trees are reported within the subject property boundaries.

Wildlife species documented onsite include house sparrow (*Passer domesticus*), lesser goldfinch (*Carduelis psaltria*), mourning dove (*Zenaida macroura*), side-blotched lizard (*Uta stansburiana*), red-tailed hawk (*Buteo jamaicensis*), black phoebe (*Sayornis nigricans*), rock dove (*Columba livia*), Anna's hummingbird (*Calypte anna*), American crow (*Corvus brachyrhynchos*), European starling (*Sturnus vulgaris*), and house finch (*Carpodacus mexicanus*). No suitable habitat for southwestern willow flycatcher (*Empidonax traillii extimus*), western yellow-billed cuckoo (*Coccyzus americanus*), least Bell's vireo (*Vireo bellii pusillus*), or burrowing owl burrows were documented on the project site. If any of these wildlife species had occurred, they are covered under the MSHCP.

The site is located in a predetermined Survey Area for burrowing owl, and as a result, a 30-day MSHCP preconstruction survey is recommended immediately prior to the initiation of onsite construction. If burrowing owl are detected onsite during the preconstruction survey, a burrowing owl mitigation plan will be required for the relocation of burrowing owl to the Lake Mathews Preserve.

The project site is located within the Stephens' kangaroo rat (SKR) Habitat Conservation Plan boundary. The site is not suitable habitat for the species, and it was not found to occur on the site, but is subject to the payment of fees for the preservation of the species.

Habitat on the project site offers limited nesting opportunities for birds covered under the Migratory Bird Treaty Act (MBTA), while habitat immediately adjacent to the project site could provide moderately suitable habitat for nesting. In order to assure that impacts to nesting birds covered by the MBTA are less than significant, a pre-construction survey will be required.

The project site is not located adjacent to an existing or proposed MSHCP Conservation area; therefore, no mitigation is suggested for urban/wildlands interface and fuel management.

With the implementation of mitigation measures to conform to MSHCP regulations, impacts to sensitive species will be less than significant. Mitigation measures are provided at the end of this section.

- b-c) No Impact.** The project site does not contain any streams, riparian habitat, marshes, protected wetlands, vernal pools or sensitive natural communities protected by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. No project-related impacts will occur.
- d) No Impact.** The subject property is located in an urban area and surrounded by roadways, high-density residential and commercial development. Due to surrounding human activity for many decades, the site does not contain trees or other biological species or features that are suitable for a migratory wildlife corridor. No project-related impacts will occur.
- e-f) No Impact.** The subject property is located within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) San Jacinto Valley Area Plan and, therefore, is subject to payment of the Development Mitigation Fee, which will mitigate potential impacts to covered species.

The site is not within or adjacent to a MSHCP-designated Conservation Area, so no additional mitigation measures or provisions are required. The project will not conflict with any policies or ordinances that protect biological species, or any habitat conservation plans or natural community conservation plans. No project-related impacts will occur.

Mitigation Measures

- IV-1. If ground disturbance, tree or plant removal is proposed between February 1st and September 15th, a qualified biologist shall conduct a nesting bird survey within 14 days of initiation of grading onsite focusing on MBTA covered species. If active nests are reported, then species-specific measures shall be prepared. At a minimum, grading in the vicinity of a nest shall be postponed till the young birds have fledged. For construction between September 16th and January 31th, no pre-removal nesting bird survey is required.
- IV-2. 30-Day Burrowing Owl Preconstruction Survey: A burrowing owl preconstruction survey shall be conducted within 30 days of initiation of grading onsite in compliance with the MSHCP and California Department of Fish and Wildlife (CDFW) guidelines. A preconstruction survey report shall be submitted to the City of Hemet prior to any permit or approval for ground disturbing activities.
- IV-3. Stephens' Kangaroo Rat (SKR) Fee: The project site is located within the SKR fee area; therefore, payment of the SKR area fee will be required as established and implemented by the HCP.
- IV-4. MSHCP Local Development Mitigation Fee: The project will be required to pay the MSHCP Local Development Mitigation Fee in effect at the time development occurs.

Monitoring

IV-A. Prior to the issuance of any permit to allow ground disturbance on the site, the project proponent shall furnish the City with pre-construction surveys for burrowing owl and MBTA covered birds, as appropriate; and shall pay SKR and MSHCP fees in effect at the time. The parties responsible will be the City and project proponent.

(Sources: General MSHCP Habitat Assessment/Consistency Analysis, and Regulatory Constraints Assessment for the 5.57-Acre Sanderson Apartments Project Site, City of Hemet, California, prepared by Cadre Environmental in August 2015; "Coachella Valley Multiple Species Habitat Conservation Plan," 2007.)

V. CULTURAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting

The cultural growth in the City of Hemet was relatively slow until the arrival of reliable water sources. In 1887, the first water company formed in the City, named Lake Hemet Water Company. Soon after the formation of Lake Hemet Water Company, the Lake Hemet Dam was constructed in 1895 in the 4,300-foot-high Hemet Valley, across a 40-foot-wide gorge located between two high bluffs. The Lake Hemet Water Company supplied water to the Dam from a branch of the San Jacinto River (South Fork).

Most of the cultural resources in the City of Hemet developed after the arrival of water resources in this region. In 1981, the Riverside County Historical Commission of the Riverside Parks Department conducted a survey to log Hemet's historical resources. In 2005, based on the 1983 inventory, the Hemet-San Jacinto Valley Historical Society identified eight locations in which a concentration of homes and business older than 50 years are located. This region does not contain any historical resource older than 100-years.

As required by Assembly Bill 52 and Senate Bill 18 Tribal consultation was undertaken for GPA 15-001 & ZC 15-001. Based on consultation responses, the project site is not located within the Soboba Band of Luiseño Indians, Morongo Band of Mission Indians, and Agua Caliente Band of Cahuilla Indians boundaries, however, it is located within the "traditional use area" boundaries (See consultation letters in the Appendix C).

The General Plan Amendment and Zone Change will have no impact on cultural resources. Ultimate development of the site, however, will result in site disturbance.

Discussion of Impacts

a) No Impact. The project site is not located in the area identified as historically significant by the Riverside County Historical Commission of the Riverside Parks Department, National Register of Historic Places, California Register of Historical Resources, and the City. The notable local historic sites are concentrated in Hemet's downtown area, which is more than 2.0 miles southeast of the project site. The project site is vacant, and no

structures occur which could qualify as historic structures. No project related impact is anticipated.

- b-d) Less Than Significant Impact with Mitigation Incorporated.** No prehistoric resources, such as habitation areas, pottery scatters, and lithic workshops are known to occur in the project area. The project site is designated as "site with low archeological sensitivity" on the Cultural Resource Sensitivity Map (General Plan; Figure 9.1). The proposed project will not cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5; however, there is a low potential for an archaeological resource to be uncovered during ground disturbance activities. Because the region was home to the Cahuilla and Serrano Indians, and possibly the Luiseño Indians. With the implementation of mitigation measures to conform to Section 15064.5 regulations, impacts to resources will be less than significant. Mitigation measures are provided at the end of this section.

No cemeteries or human remains are known to occur onsite and it is unlikely that human remains will be uncovered during project development. There is a low potential for human remains to be uncovered during ground disturbance activities. Implementation of mitigation measures will assure that impacts will be less than significant. Mitigation measures are provided at the end of this section.

- c) Less Than Significant Impact with Mitigation Incorporated.** The project site is not known to contain unique paleontological or geologic features. However, mitigation measures will be considered to assure that no unique paleontological feature will be affected by the ultimate development of the project site.

Mitigation Measures

- V.1. In conjunction with site specific project entitlements, the applicant shall commission an assessment of the potential for archeological and cultural resources to be performed by a qualified archeologist in conjunction with recognized Native American tribes, including the Soboba Band of Luiseno Indians, in order to determine the presence and extent of any such resources within the project area and evaluate the significance of such resources. The assessment shall include a NAHC and CHRIS records search, a Phase I walkover survey, and preparation of an archeological report containing the results of this assessment. A phase II archeological evaluation will be completed if recommended in the assessment.
- V.2. In conjunction with site specific project entitlements, the developer shall enter a Treatment and Disposition Agreement (TDA) with the Soboba Band of Luiseno Indians to address treatment and disposition of archaeological/cultural resources and human remains associated with Soboba Band of Luiseno Indians that may be uncovered or otherwise discovered during construction of the project. The TDA may establish provisions for tribal monitors. Following execution of the TDA by the developer and Soboba Band of Luiseno Indians, the TDA will be incorporated by reference into the grading permit.
- V.3. If an archeological/cultural assessment demonstrates the potential for archeological/cultural resources to occur on the project site, tribal monitors, including the Soboba Band of Luiseno Indians may be allowed to monitor all grading, excavation, ground-disturbing activities, including further survey. Following the agreement of the

City, the designated archeologist, the tribal monitor, and any applicable responsible or trustee agencies, grading, excavation, ground-disturbing activities shall be stopped temporarily and redirected in the event any archeological/cultural resources are discovered in order to evaluate the significance of any archeological/cultural resource discovered on the property.

- V.4. If paleontological resources are encountered during grading, ground disturbance activities shall cease so a qualified paleontological monitor can evaluate any paleontological resources exposed during the grading activity. If paleontological resources are encountered, adequate funding shall be provided to collect, curate and report on these resources to ensure the values inherent in the resources are adequately characterized and preserved. Collected specimens will be sent to the appropriate authorities for collection.
- V.5. If human remains are encountered on the property, the Riverside County Coroner's Office must be contacted within 24 hours of the find, and all work halted until a clearance is given by that office and any other involved agencies. If it is determined that the remains might be those of a Native American, the California Native American Heritage Commission and the Soboba Band of Luiseno Indians shall be notified and appropriate measures provided by State law shall be implemented.

Monitoring

- V.A. The Contractor shall be responsible for the immediate work cessation and notification of the City, should a resource be identified during site disturbing activities. The project proponent shall retain a qualified archaeologist to investigate the resource and recommend remediation. A report of the archaeologist's findings shall be provided to the City by the project proponent within 30 days of completion of activities.
Responsible Party: Planning Department, Project Contractor
- V.B. A tribal monitor shall be present during the initial pedestrian survey.
Responsible Party: Project proponent

(Sources: Hemet General Plan and FEIR, 2012)

VI. GEOLOGY AND SOILS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The City and project site are located in a seismic active region, principally influenced by the San Jacinto Fault Zone. The City and region will experience significant ground shaking during earthquakes on the Fault Zone.

The General Plan Amendment and Zone Change will have no impact on either geology or soils. Ultimate development of the site, however, will result in the construction of multi-family units which may be as high as three stories.

Discussion of Impacts

a.i) No Impact. The subject property is not located in an Alquist-Priolo Earthquake Fault Zone. The nearest earthquake faults are the Clark and Casa Loma Faults (segments of the San Jacinto Fault Zone), which are capable of generating earthquakes of magnitude 5.5. Fault rupture is not expected on the project site.

a.ii) Less Than Significant Impact. The project site is located in a seismically active region where earthquakes originating on local and regional seismic faults can produce severe ground shaking. The City of Hemet requires onsite improvements of the project site based on Hemet Municipal Code (Section 14.46) as part of the condition of approval for the future entitlement application. Buildings proposed for the site will be required to be constructed in accordance with the most recent edition of the California Building Code (CBC) and Hemet Municipal Code to provide collapse-resistant design.

The City has adopted several modifications to the CBC in accordance to local geology. The Hemet Municipal Code provides regulations for collapse-resistant design. Project-related impacts associated with seismic ground shaking are less than significance.

a.iii) Less Than Significant Impact. The project site is located in an area that has a moderate susceptibility to liquefaction (General Plan Figure 6.1). Onsite underlying soils consist of clay, silt, and fine-grained sand (Qal; Quaternary alluvium), which are soft, expansive, and could be susceptible to liquefaction. In addition, the depth of the groundwater in the area is less than 50 feet below the ground surface. For liquefaction to occur, groundwater levels must be within 50 feet of the ground surface. Therefore, the soft clay, silt, and fine-grained sand in this region are prone to consolidation under building loads and severe ground shaking. The City will require, with the submittal of grading and building plans, the preparation of site-specific soil analysis to address design loads as they related specifically to the site. These City requirements assure that project-related impacts associated with seismic-related ground failure including liquefaction are less than significance.

a.iv) No Impact. The project site lies in a San Jacinto Valley floor, which is just outside the landslide and rockfall hazard area (San Jacinto Valley Area Plan Figure 14). The site consists of, and is surrounded by, relatively flat terrain; therefore, no impacts associated with landslides are anticipated.

b) Less Than Significant Impact. The San Jacinto Valley floor on which the subject property is located is moderately susceptible to wind erosion (Riverside County General Plan Figure S-8). It is assumed that the retention basin will be removed as part of the proposed project, and alternative flood control measures implemented to compensate for the loss of the facility. The City would review and approve any such change in flood control facilities at the time that development of the site is proposed. Therefore, the proposed project will require demolition of the existing retention basin, construction, and other ground disturbances by heavy machinery that could result in the loss of some topsoil and generate particulate matter. Grading and construction may require removal of the topsoil; however, project-related impacts are expected to be less than significant. The project will be required to implement measures to control fugitive dust (see Air Quality, Section III), which will minimize potential adverse impacts associated with soil erosion.

c) Less Than Significance Impact. Surface soils consist of older alluvial clay, silt, and fine-grained sand (General Plan 2012 Chapter 6). As described in Section VI.a.iv, above, the

site has moderate susceptibility to liquefaction due to groundwater levels less than 50 feet below the ground surface. The site is also susceptible to lateral spreading, which requires a shallow water table or proximity to a water source that could cause inundation of onsite soils. The site is not susceptible to landslides due to its relatively flat terrain and distance from mountainous slopes. Although tectonic subsidence has been documented in the San Jacinto Valley due to down-dropping of the geologic block between parallel strands of the San Jacinto fault, it is not known to occur in the project vicinity. Project-related impacts associated with unstable soils and down-dropping of the geologic block are less than significance.

- d) **Less Than Significant Impact.** Expansive soils typically contain large amounts of clay that expand when water is absorbed and shrink when they dry. As described in VI-a.iv, above, the site's underlying soils consist of clay, silt, and fine-grained sand (Qal; Quaternary alluvium), which have a moderate-high shrink-swell potential ("Soil Survey of Riverside County, California, Coachella Valley Area," U.S. Dept. of Agriculture Soil Conservation Service, 1980). Moderate-high shrink-swell potential would expose people and property to hazards such as liquefaction and ground failure. Therefore, the City recommend implementation of Policy PS-1.1 (Seismic Standards) and Programs PS-P-2 (Seismic Hazard Mitigation) and PS-P-3 (Seismic Safety Studies) prior to any construction to enforce state and local seismic and structural regulations, structural assessment and mitigation of buildings, and state licensed surveys of soils and geology. Implementation of City policies and programs will decrease the project-related impact. Therefore, less than significant impacts associated with expansive soils will occur.
- e) **No Impact.** The proposed project will connect to the EMWD existing sewer system. No septic tanks or alternative wastewater disposal systems are proposed. No adverse impacts associated with wastewater disposal systems will occur.

Mitigation Measures

None.

Monitoring

None.

(Sources: Hemet General Plan, 2012; "Soil Survey of Riverside County, California, San-Jacinto Valley Area," U.S. Dept. of Agriculture Soil Conservation Service, 1980; http://geomaps.wr.usgs.gov/archive/scamp/html/scg_grd.html)

VII. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting

Greenhouse gas emissions are generated by both moving and stationary sources, including vehicles, the production of electricity and natural gas, water pumping and fertilizers. State law mandates that all cities decrease their greenhouse gas emissions to 1990 levels by the year 2020.

The General Plan Amendment and Zone Change will have no impact on greenhouse gas emissions. Ultimate development of the site, however, will result in the construction of multi-family units which will generate greenhouse gases during construction and operation of the site.

Discussion of Impacts

a, b) Less Than Significant Impact with Mitigation Incorporated. The proposed project will generate greenhouse gas (GHG) emissions during both construction and operation. As described in Section III, the CalEEMod model was used to quantify air quality emission projections, including greenhouse gas emissions. Construction related greenhouse gas emissions will be temporary and will end once the project is completed. Operation of the proposed project will create on-going greenhouse gases through area source emissions, such as vehicle trips, landscaping and off-gassing from the pavement.

Table 5 provides a summary of the projected short-term and annual GHG generation associated with the potential buildings on the site.

**Table 5
Projected GHG Emissions Summary
(Metric Tons)**

Phase	CO₂e
Construction (1 year)	417.47
Operational 2016 (Annually)	1,104.13

Source: CalEEMod Version 2013.2.2.

Currently, there are no adopted thresholds of significance for GHG emissions for construction or operation of projects of this nature, and it is recognized that GHG impacts are intrinsically cumulative. Project construction will be conducted in a manner that is consistent with applicable rules and regulation pertaining to the release and generation of GHG's.

The City of Hemet is participating in Western Riverside County Council of Governments' program of Climate Action Plans and Energy Action Plans, as well as SCAQMD rules and regulations designed specifically to meet the requirements of state law relating to the reduction of greenhouse gas emissions. In addition, the City has adopted the 2013 Energy Code, a part of the California Building Code. These requirements increase energy efficiency in buildings by 30% over pre-2013 construction. As a result, the proposed project will be at least 30% more efficient, and will result in a parallel reduction in GHG emissions over its lifetime.

The emission of GHG generated as a result of the proposed project will have a less than significant impact on the environment and will not conflict with any applicable GHG plans, policies or regulations. In order to assure that such an impact is not significant, mitigation has been provided below.

Mitigation Measures

VII.1. The design of the proposed project shall include implementation of the City's climate action plan (CAP) to reduce total greenhouse gas (GHG) emissions.

Monitoring

VII-A. Project plans shall be evaluated for implementation of the CAP.
Responsible Party: Planning Department

(Sources: Hemet General Plan and FEIR, 2012; CalEEMod Version 2013.2.2)

VII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

Hazardous materials' transport, storage and use is strictly regulated for large quantity users, such as industrial processing plants and commercial dry cleaners. Residential land uses generate limited need for chemicals, solvents and cleaners typical of a household environment. The City relies on the assistance of the Fire Department and the County's Department of Environmental Health in the regulation of hazardous materials.

The General Plan Amendment and Zone Change will have no impact on hazardous materials. Ultimate development of the site, however, will result in the construction of multi-family units that will use small quantities of household cleaners, pool chemicals and similar products.

Discussion of Impacts

- a-b) Less Than Significant Impact.** Limited quantities of paints, solvents, architectural coatings, and similar agents will be transported to and used on the project site during the development phase. The project will be required to adhere to applicable local, state, and federal laws pertaining to use the onsite construction chemicals.

The residential management and residents can be expected to store and use various chemicals for routine housekeeping and landscaping purposes. Also, chlorine could be stored and used for swimming pool/spa operation and maintenance. However, none of these chemicals will be used in sufficient quantities to pose a threat to humans or the environment. Project-related impacts associated with the hazardous materials will be less than significant.

- c) No Impact.** The proposed project is not located within one-quarter mile of an existing or proposed school. The project will not be expected to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste to cause danger to surrounding schools. No hazardous materials-related impacts to schools are expected.

- d) No Impact.** The subject property is not located on a site, which is included on a list compiled pursuant to Government Code Section 65962.3. No project-related impact is expected.

- e-f) Less Than Significant Impact.** The Hemet-Ryan Airport is located approximately 2 miles southwest of the subject property. The project site is located within the boundary of the Airport Influence Area, in Airport Area III. The City processes land use regulations, including General Plan Amendments and Zone Changes, through the Airport Commission's land use review process. In accordance with Policy LU-10.1 of the City of Hemet General Plan, the proposed General Plan Amendment and Zone Change were reviewed by the Commission on June 11, 2015, and found to be consistent with the Hemet-Ryan Airport land use plan. In addition, since the Site Development Review implements the general plan amendment and zone change, the proposed project will also be required to be submitted to ALUC for review, so as to allow for the application of appropriate conditions.

Similarly, the eventual development of the proposed project will require processing through the Commission. This review process allows the Commission to make

recommendations on the proposed land use, its design, and airport safety. These requirements will assure that the ultimate development of the site do not pose a hazard as it relates to airport operations. Project-related impact will be less than significant.

- g) No Impact.** The project site will be accessible from the existing street network, including Circeli and Oradon Way and Sanderson Avenue. The access will not alter the existing circulation pattern in the project area or adversely impact evacuation plans. The Fire and Police Departments will review the proposed parking and circulation plan for the development project once submitted, to assure that driveways and roads are adequate for emergency vehicles. In addition, construction traffic plans will be required to assure that the proposed project will not interfere with an adopted emergency response plan or emergency evacuation plan of the City. No project-related impact is expected.
- h) No Impact.** The project site is not located in wildland fire hazard zone and is not susceptible to wildfires. Therefore, the proposed project will not expose people or structures to significant risks associated with wildfires. No wildfire related impact is expected.

Mitigation Measures

None.

Monitoring

None.

(Sources: Hemet General Plan and FEIR, 2012, West Coast Environmental and Engineering, July 21, 2005; Envirostor map database, California Department of Toxic Substances Control, accessed 02.15.2016; Airport Land Use Commission Riverside County Letter, March 19, 2015)

VIII. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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? (Source:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VIII. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The Eastern Municipal Water District (EMWD) provides domestic water to the project area. Its primary source of fresh water is groundwater extracted by deep wells from Hemet Groundwater Basin. EMWD lies in a San Jacinto River Watershed, which adopted Resolution No. R8-2004-0001 to implement regional management of water supplies.

The site is within the Eastern Municipal Water District (EMWD) service area, which treats and recycles wastewater at the San Jacinto Valley Regional Water Reclamation Facility.

There are three main drainage systems in the city: Salt Creek, San Jacinto River, and Santa Margarita drainage areas which consist of a network of natural and improved streams, storm channels, storm drains, and catch basins. The subject site is located in the Salt Creek drainage area, overseen by the Santa Ana RWQCB. Salt Creek drains westerly through Canyon Lake into Lake Elsinore and eventually through the Santa Ana River to the Pacific Ocean via Temescal Canyon Creek. The project site and areas surrounding it are subject to City requirements relating to flood control. The City implements standard requirements for the retention of storm flows, and participates in the National Pollution Discharge Elimination System (NPDES) to protect surface waters from pollution.

The on-site retention basin currently serves the surrounding properties to the east to manage stormwater runoff. For purposes of this analysis, it is assumed that the retention basin will be removed as part of the proposed project and the entire site will be developed as multi-family residential units. However, the development of the retention basin is contingent on finding a stormwater management alternative for the surrounding properties. This alternative would be reviewed and approved by the City Engineer in conjunction with project specific entitlements.

The General Plan Amendment and Zone Change will have no impact on hydrology. Ultimate development of the site will generate impervious surfaces, and will require analysis of the retention needs of the project, and the impacts associated with removal of the retention basin located at the northeast corner of the site.

Discussion of Impacts

- a) **No Impact.** The project site is located in Hemet/San Jacinto Ground Management Area, which are regulated by California Department of Water Resources (DWR) to monitor water quality standards. The proposed project will not violate water quality standards or waste discharge requirements. The project will connect to existing sewer lines located in the immediate project vicinity.

Wastewater will be transported to and processed at the regional Wastewater Treatment Plant. Furthermore, EMWD implements all requirements of the Hemet-San Jacinto Watermaster pertaining to water quality and wastewater discharge. The project will also be required to comply with National Pollutant Discharge Elimination System (NPDES) regulations, which minimize the pollutant load associated with urban runoff.

- b) **Less Than Significant Impact.** The EMWD's regional management plan indicates that long-term regional demand for potable water is expected to increase; however, with continued conservation measures and replenishment of groundwater, sufficient supplies will be available to meet the demand. The General Plan Amendment and Zone Change will result in residential land uses on the site, rather than the commercial land uses currently envisioned. Residential land uses can be expected to generate a higher demand for domestic water than commercial uses.

The project will connect to existing water lines beneath Sanderson Avenue and Circeli Way. No new wells or additional water infrastructure are proposed. The project will be required to comply with EMWD's and the City's water-efficiency requirements, including the use of drought-tolerant planting materials and limited landscaping irrigation, as well as any and all water restrictions imposed by the EMWD at the time the project is constructed. Implementation of these and other applicable requirements will assure that water-related impacts are reduced to less than significant levels.

- c-d) **Less Than Significant Impact with Mitigation Incorporated.** The property is generally flat and contains no rivers or streams. The northeast portion of the site has been graded but not developed. The future development project will be required to comply with the City's requirements as they relate to storm water retention, including the preparation of a project-specific hydrology study and water quality management plan. This analysis must include the potential modification of the existing retention basin, which currently serves properties to the east. In order to assure that impacts associated with altered drainage are reduced to less than significant levels, a comprehensive hydrology analysis, which includes the proposed modification or removal of the retention basin, will be required. Implementation of the mitigation measure below and other applicable requirements will assure that drainage and stormwater will not create or contribute water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

- e) **Less Than Significant Impact with Mitigation Incorporated.** At present, a retention basin exists at northeastern portion of the site. The future development project may propose that the retention basin may be removed. The retention basin serves off-site properties to the east, and is part of a neighborhood storm water control system. When a project is proposed on the site, the City Engineer will require that the capacity of the retention basin be accounted for in the design of project-specific storm water management plans. This may include larger retention areas within any future project, either at the surface or underground. The analysis, however, cannot be completed until a project is proposed for the site, since project-specific designs will affect the design of the site's storm water management facilities. The mitigation measure below and the City's standard requirements will assure that the capacity of the existing retention basin is accounted for in the design of the ultimate project on the site, and that impacts will be less than significant.

- f) **Less Than Significant Impact.** As described earlier in VIII.a, above, the project will be required to comply with all applicable water quality standards. To further minimize potential water quality degradation, it will be connected to EMWD's sewer system and a storm water conveyance system. Project-related water quality degradation impacts will be less than significant.
- g-h) **No Impact.** The project site is not located in the 100-year floodplain and will not place housing or other structures in an area that would impede or redirect flows (General Plan 2012 Figure 6.2). According to Flood Insurance Rate Maps (FIRM) prepared by the Federal Emergency Management Agency (FEMA), the site is located in Zone X, which represents "areas outside of 0.2% annual chance flood." (FIRM Map No. 06065C1470G, August 28, 2008)
- i) **Less Than Significant Impact.** The subject property lies at the northeasterly edge of the Dam Failure Inundation Pathway of the Diamond Valley Lake Dams (General Plan Figure 6-3). The east dam of Diamond Valley Lake is located at the eastern embankment of the lake and is approximately 2.1 miles long. The east dam is the biggest of the Diamond Valley Lake Dams. It is required by the California State Water Code to be monitored for structural safety, and potential risks and planned responses associated with reservoir failure are addressed in the City's Local Hazard Mitigation Plan. Therefore, impacts to the subject property are considered to be less than significant.
- j) **No Impact.** The project site is located approximately 4 miles north of Diamond Valley Lake. It is the largest reservoir in Southern California and has a capacity to hold approximately 800,000 acre-feet (260 billion gallons) of water. This area is also in a seismic active region. As a result, seismic waves can cause oscillations in enclosed water reservoir, called seiche. The project site, however, is too far distant to be impacted by seiche at the Lake. No impact is expected.

The project site is located on the valley floor, which is inland and is not subject to tsunami. No project-related impact is expected.

Mitigation Measures

- VIII.1. Any proposal for modification or removal of the existing retention basin shall be supported by a hydrology analysis and alternative stormwater management plan which demonstrates, to the satisfaction of the City Engineer, that the proposed modifications or alternative stormwater management method will comply with all City standards and maintain the capacity necessary to accommodate the storm flows currently accommodated by the retention basin.

Monitoring

- VIII.A Project specific entitlement application(s) shall include a comprehensive hydrology study including storm flows currently contained in the existing retention basin. The study shall be approved by the City Engineer prior to approval of any entitlement permit.
Responsible Party: City Engineer

(Sources: Flood Insurance Rate Map #06065C1470G, Federal Emergency Management Agency, August 28, 2008; Hemet General Plan, 2012)

IX. LAND USE AND PLANNING	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The subject property is governed by the policies and land use designations of the City of Hemet General Plan (2012) and Zoning Ordinance. The project site is currently designated as Community Commercial (CC) in the City's General Plan and the proposed Amendment will result in its modification to High Density Residential (HDR 18.1-30.0). Within the project site, assessor's parcel numbers 448-270-004 and 448-270-005 are zoned as Multiple Family Residential (R-3) and assessor's parcel number 448-270-006 is zoned as Neighborhood Commercial (C-1). Assessor's parcel number 448-270-006 will be changed to Multiple Family Residential (R-3) as part of this project.

The City of Hemet participates in the San Jacinto Valley Area Plan under Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), as discussed above under Biological Resources.

Discussion of Impacts

a) No Impact. The project site is vacant with the exception of a retention basin located on assessor's parcel number 448-270-004. The site is located in proximity to residential developments to the north, south, and east. These developments operate independently of the subject property and will not be physically divided by the proposed project. The proposed project is undeveloped and its development will not divide surrounding communities. No project-related impacts are expected.

b) Less Than Significant Impact. The proposed project will result in a change to High Density Residential for 5.5 acres of land within the City's western portion. The project site is located on Sanderson and W Devonshire Avenue, both of which are dominated by commercial and higher density residential development in the vicinity of the proposed project. Land adjacent to the site at its southeast boundary is currently designated as R-3 but developed as single-story senior apartments, as is the northwest corner of Sanderson Avenue and Devonshire. Sanderson is a regional thoroughfare, connecting the City to other Valley communities, and the San Gorgonio Pass to the north. The site is therefore better suited for high density residential than lower density residential development. In addition, as a buffer between the lower density residential to the north and east and the

commercial development to the south, the higher density residential proposed for this site is appropriate.

In the City's General Plan, 322 acres of land is designated for high-density residential development. The proposed General Plan Amendment and Zone Change will add 5.57 acres to the designation, which represents a 1.72% increase. The increase in the high-density residential land use designation will have a less than significant impact on land use planning relating to the General Plan and Zoning maps.

- c) No Impact.** As described in Section IV, Biological Resources, the project site is located in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) San Jacinto Valley Area Plan boundaries. To avoid conflict with any applicable habitat conservation plan or natural community conservation plan of the city, the proposed project is required to comply with its requirements, including preconstruction surveys for burrowing owl and payment of the Stephens' Kangaroo Rat (SKR) Fee and MSHCP Local Development Mitigation Fee. No conservation plan-related conflict is expected.

Mitigation Measures

None.

Monitoring

None.

(Sources: Hemet General Plan and FEIR (Table 4.10-2), 2012; Hemet Municipal Code)

X. MINERAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The project site is located in the central portion of the city, which is largely developed. The General Plan Amendment and Zone Change will have no impact on mineral resources.

Discussion of Impacts

a-b) No Impact. In the General Plan (2012), the project site is designated as Mineral Zone MRZ-3, which indicates an area containing mineral deposits; however the significance of these deposits cannot be evaluated from available data (Riverside County 2003). The project site occurs in an urban setting and is not designated for mineral resource land uses. The proposed project would not result in the loss of available known mineral resources. No project-related impacts to mineral resources are anticipated.

Mitigation Measures

None.

Monitoring

None.

(Sources: Hemet General Plan, 2012; California Division of Mines and Geology, 1987)

XI. NOISE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The project site is located on Sanderson Avenue, a Major roadway as defined by the City's General Plan Circulation Element. Noise levels on this roadway can be expected to be greater than would be typical of local streets.

Various sources are used to calculate noise level in the City. As part of the development of the Noise Element of the General Plan, noise level measurements were collected at 17 different locations throughout the City. The noise levels on Sanderson Avenue between Menlo and Florida, were estimated to currently be 68.1 dBA CNEL at 100 feet from the centerline.

The General Plan Amendment and Zone Change will have no impact on noise. Eventual development of a multi-family project on the site, however, will result in the potential exposure of sensitive receptors to higher levels of noise.

Discussion of Impacts

- a) **Less Than Significant Impact with Mitigation Incorporated.** The subject property is currently vacant and undeveloped with the exception of the retention basin. The main noise source is vehicular traffic on adjacent roadways (Sanderson Avenue and Devonshire Avenue). The nearest sensitive receptors are single family and multi-family residences to the north, east and south.

Impacts of the Proposed Project on Surrounding Development

Principal noise sources when a specific project is developed will include vehicular traffic accessing the site, grounds maintenance equipment, and heating, ventilation and air conditioning (HVAC) units. The vehicle mix will be comparable with existing vehicles on surrounding roads. Noise generated by future residents is expected to be consistent with noise levels at any residential development, and will not exceed City standards. These noise levels are within the City's General Plan noise standards and less than what was expected for the site if it were to develop as a commercial project. The proposed General Plan Amendment and Zone Change are compatible with surrounding land uses, and operational noise impacts are not expected to exceed acceptable residential noise standards.

Impacts of Off-Site Noise Sources on the Proposed Project

The project site is currently designated neighborhood commercial development in the General Plan, which considers acceptable a 70 dBA CNEL noise level. The proposed General Plan Amendment will change the land use designation to High Density Residential. Acceptable exterior noise levels for residential development are 65 dBA CNEL. Current, unmitigated noise levels on Sanderson therefore exceed the City's residential noise standard. The General Plan EIR further estimates that build out of the General Plan will result in noise levels on Sanderson Avenue, between Menlo and Florida, will reach 70.3 dBA CNEL at 100 feet from centerline, without mitigation. The ultimate development of the site for apartments will result in unacceptably high noise levels. In order to assure that such an impact is not significant, mitigation has been provided at the end of this Section.

The right of way for Sanderson Avenue provides a 50 foot paved section half width. The City requires a scenic highway setback along Sanderson Avenue of 25' from curb. Additional setbacks will be required for parkway and sidewalk, extending the distance from centerline to 75 feet. The project design is likely to include a perimeter wall, which will provide noise attenuation of approximately 8 dBA. It can be expected, therefore, that noise levels can be reduced to meet the City's standards. The City requires that all projects conform to its General Plan noise standards, and will include noise attenuation strategies in its review of the project-specific design.

- b) **Less Than Significant Impact.** Ground-borne vibration and/or ground-borne noise would be produced during construction of the proposed project, which could be felt by adjacent land uses. The primary source of ground-borne vibration will be operation of heavy equipment, such as bulldozers; however the impacts will be temporary and will end once construction is complete. Long-term operation of the project is not expected to generate ground-borne vibrations or noise. Impacts will be less than significant.
- c) **Less Than Significant Impact.** As described earlier (XI.a), the primary permanent noise sources will be vehicles traveling to and from the site, HVAC units, and grounds maintenance equipment. The ultimate development project is not expected to results a

substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. Project-related vehicles will be consistent with vehicles already using area roadways. Less than significant impacts are expected.

- d) Less Than Significant Impact.** Temporary noise generated during the construction phase of the proposed project could exceed acceptable noise levels. Primary noise sources will be heavy equipment, some of which will operate in close proximity to sensitive receptors, including multi-family residential development at the southeast corner of the site.

The City will require that construction activity comply with Section 8.04.220 of the Municipal Code, which limits construction activity to between 7 a.m. to 7 p.m. on weekdays and 8 a.m. to 5 p.m. on Saturdays. No activity is permitted on Sundays and holidays. These requirements will reduce noise impacts to less sensitive daytime hours and assure that short-term construction noise impacts will be less than significant.

- e-f) No Impact.** The Hemet-Ryan Airport is located approximately 2 miles southwest of the subject property and its noise contours are localized, and not located in the vicinity of the proposed project site. No impacts will occur.

Mitigation Measures

- XI.1. Entitlement applications for the site specific project shall include a project-specific acoustical analysis to assure that the City's interior and exterior noise standards will be met. Should elevated noise levels be identified, recommendations for attenuation, such as the construction of a 6 foot masonry wall, or any other type of attenuation wall and/or other design technique shall be provided.

Monitoring

- XI.A. A noise impact analysis shall be approved prior to the approval of project specific entitlements.

Responsible Party: Planning Department.

(Sources: Hemet General Plan and FEIR, 2012; "Riverside County Airport Land Use Compatibility Plan, Volume 1, Policy Document," adopted by Riverside County Airport Land Use Commission, October 14, 2004.)

XII. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The City of Hemet had a population of 82,253 in 2015, and an average household size of 2.67 persons. The City is composed of a mix of single family and multi-family development, but the majority (53%) of housing units are single family homes.

The General Plan Amendment and Zone Change will have no impact on population and housing. When the site is developed, however, it could generate an additional population of up to 371 persons.

Discussion of Impacts

a) Less Than Significant Impact. Implementation of the proposed project could result in an increased population of up to 371 people; however, the increase will not represent substantial population growth in the area, and the apartments would likely accommodate generally anticipated growth rates in the City. The project site is located on existing streets, and utilities and public facilities are all available in the immediate area. No new road or utility infrastructure is required. Project-related impacts are expected to be less than significant.

b-c) No Impact. Currently, the project site is vacant and undeveloped with the exception of the retention basin and during the proposed construction, no residents will be displaced, and no replacement housing will be required elsewhere. No project-related impact is expected.

Mitigation Measures

None.

Monitoring

None.

(Sources: Hemet General Plan, 2012)

XIII. PUBLIC SERVICES

Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting

The Hemet Fire Department is responsible for fire protection within the City. The nearest fire station is Station 3 at 4110 W. Devonshire Ave, approximately 0.6 mile to the southwest of the site.

The Hemet Police Department is responsible for law enforcement and residents safety in the city. The main police station is at 450 East Latham Avenue, approximately 2.5 miles east of the subject property.

The General Plan Amendment and Zone Change will have no impact on public services. The project development of the site, however, will result in increased demand for public services.

Discussion of Impacts

a) Less Than Significant Impact with Mitigation Incorporated. The ultimate development of the project site will marginally increase the demand on fire service in the City. The increase in the demand for the fire services will be higher for future multi-family development, as compared to the commercial land use. The City of Hemet Fire Department has a staff of about 49 personnel, 45 of which were fire suppression personnel, which should accommodate the marginal increase in the service demand. There are five fire stations within the City's boundaries. The closest fire station is located on 4110 W. Devonshire Avenue, approximately 0.6 miles southwest of the subject site. Given the close proximity of the closest fire station, fire personnel will be able to reach the site within the target five-minute response time. Emergency access will be provided to the property via the existing public roadway network.

The proposed General Plan Amendment and Zone Change will increase the demand for fire services. In order to assure that fire service is sufficient to meet demand, the City has established a Public Safety Community Facilities District (CFD), to which the future residential development must annex. In order to assure that impacts associated with fire protection remain less than significant, a mitigation measure requiring annexation to the CFD is provided at the end of this Section. Furthermore, the Fire Department will review the proposed project site plan to ensure it meets applicable fire standards and regulations. No construction of new or expanded fire services or facilities are required for the proposed project, at this time. Project-related fire protection impacts will be less than significant with mitigation.

- b) **Less Than Significant Impact with Mitigation Incorporated.** The ultimate development of the site will result in a marginal increase in demand for police services. Police personnel will be able to access the site using Sanderson Avenue and Devonshire Avenue. The project will be required to comply with all Police Department regulations and procedures.

In order to assure that police service is sufficient to meet future demand, the City has established a Public Safety Community Facilities District (CFD), to which all new residential development must annex. In order to assure that impacts associated with police protection remain less than significant, a mitigation measure requiring annexation to the CFD is provided at the end of this Section.

- c) **Less Than Significant Impact with Mitigation Incorporated.** The Hemet Unified School District at 1791 W. Acacia Avenue, approximately 1.6 miles southeast of the subject property. The proposed project has the potential to generate a demand of approximately 69 students.

According to the Hemet Unified School District, estimated enrollment between 2015-2016 is approximately 21,045 students. The proposed project will generate a demand for up to 0.32% additional students. The proposed project will be required to pay the state-mandated school fees in place at the time that development occurs. These fees are designed to mitigate impacts to schools by providing funds for the construction of new facilities. In order to assure that impacts to schools remain less than significant, a mitigation measure requiring payment of school fees is provided at the end of this Section.

- d) **Less Than Significant Impact with Mitigation Incorporated.** The City of Hemet owns approximately 136.75 acres of public parks including mini, neighborhood, and community parks. The city also owns 604.5 acres of regional parks (General Plan, Tables 8-1 and 8-2). The nearest park to the subject property is Gibbel Park, approximately 0.8 mile to the southeast. The residents and guests staying at the proposed project may increase the usage of public and regional parks; however, the increase is not expected to be substantial or result in the need for new or expanded public parks. The project will be required to provide common area open space consistent with the requirements of the zone, which will decrease the impacts to local parks. In addition, the City imposes both state-facilitated Quimby fees and a park developer impact fee to further mitigate the impact of new development on City park facilities. In order to assure that impacts associated with parks remain less than significant, a mitigation measure requiring payment of these fees is provided at the end of this Section.

- e) **Less Than Significant Impact.** No additional public facilities are required for the proposed project to accommodate the residents or guests. Occasional increase to the existing city's facilities will be less than significant.

Mitigation Measures

- XIII.1. The proposed project shall be annexed to the City's Public Safety Community Facilities District.
- XIII.2. The proposed project shall pay school fees consistent with the requirements of the Hemet Unified School District at the time development occurs.
- XIII.3. The proposed project shall pay required Quimby fees and park development impact fees.

Monitoring

- XIII.A. The Building Official will assure that CFD annexation is complete prior to the issuance of building permits.
Responsible Party: Building Official
- XIII.B. The Building Official will be provided written confirmation that school fees have been paid prior to the issuance of building permits.
Responsible Party: Building Official
- XIII.C. The Building Official will assure that Quimby fees and park development impact fees have been paid prior to the issuance of building permits.
Responsible Party: Building Official

(Sources: Hemet General Plan and EIR, 2012;
http://www.hemetusd.org/apps/pages/index.jsp?uREC_ID=254935&type=d&pREC_ID=581935;)

XIV. RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion of Impacts

a-b) Less Than Significant Impact with Mitigation Incorporated. The proposed project will include onsite recreational amenities, as required in the Zoning Ordinance for multi-family projects. Guests can be expected to utilize onsite recreational amenities as well as local and regional recreational facilities. The proposed development will not induce substantial population growth that will result in significant impacts to existing neighborhood and regional parks or other recreational facilities. In addition, the City imposes both state-facilitated Quimby fees and a park developer impact fee to further mitigate the impact of new development on City park facilities. In order to assure that impacts associated with parks remain less than significant, a mitigation measure requiring payment of these fees is provided below.

Mitigation Measures

XIV.1. The proposed project shall pay required Quimby and park development fees for impacts to the City's park facilities.

Monitoring

XIII.A. The Building Official will assure that Quimby fees and park development impact fees have been paid prior to the issuance of building permits.

Responsible Party: Building Official

(Sources: Hemet General Plan and FEIR, 2012)

XV. TRANSPORTATION/TRAFFIC	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The project site is located on the east side of Sanderson Avenue, approximately 400 feet north of Devonshire Avenue, in the central portion of the City. Access to the project site will be provided through Sanderson Avenue via an existing shared driveway on the adjacent commercial property and from Circeli Way.

Kunzman Associates, Inc. prepared a traffic impact analysis report for the proposed project in July 2016. The traffic analysis was based upon a variety of sources, including the General Plan Circulation Element, the Institute of Transportation Engineers' 9th Edition Trip Generation Manual (2012), and the 2014 Traffic Volumes on California State Highway Systems published by the California Department of Transportation.

The General Plan Amendment and Zone Change will not immediately impact traffic. The ultimate development of the site, however, will result in changes to circulation volumes generated by the site.

Discussion of Impacts

- a-b) Less Than Significant Impact with Mitigation Incorporated.** The Traffic Study used a land use category for this analysis of No. 820, Shopping Center to consider the traffic that would be generated by the site if it were to develop as commercial under the existing General Plan designation. The uses likely under the current General Plan designation are consistent with this definition. Shopping center land use was chosen to represent the allowable land use with the most likely trip generation.

The City has established a goal for both intersection operations and roadway link segment operations of Level of Service (LOS) D or better, which is consistent with the Riverside County Congestion Management Program. The California Department of Transportation endeavors to maintain a target Level of Service at the transition between Level of Service C and D (maximum 35 seconds of control delay).

Existing Conditions

Existing roadways in the vicinity of the project site include Sanderson Avenue, Circeli Way, Menlo Avenue, Devonshire Avenue, and Florida Avenue (State Routes 74/79). These roadways currently carry approximately 23,850 (avg.), 500 (avg.), 4,950 (avg.), 11,500 (avg.), and 28,000 vehicles per day, respectively. Existing General Plan conditions and traffic analysis indicate that Sanderson Avenue and Menlo Avenue are operating at LOS B and Devonshire Avenue and Florida Avenue at LOS C. Circeli Way is an unclassified roadway in the General Plan, currently operating at LOS B at its intersection with Devonshire Avenue.

Trip Generation: Current Designation

The subject site is designated as Community Commercial. This land use category allows a floor area ratio (FAR) of 0.40, which means 40% of the site can be occupied by buildings. Based on this land use category, the site area of 5.57 acres and the floor area ratio of 0.40 result in a maximum building area of 96,355 square feet.

Trip generation calculations show that the existing land use designation has the potential to generate approximately 6,677 daily vehicle trips, 153 of which would occur during the morning peak hour and 589 of which would occur during the evening peak hour.

Trip Generation: General Plan Amendment and Zone Change

The proposed project is High Density Residential, which allows a maximum of 25 dwelling units per acre. To estimate the trip generation, the proposed land use was assumed to generate a maximum of 139 dwelling units on 5.57 acres.

Based on the referenced material, upon build out, the project has the potential to generate approximately 924 daily vehicle trips or average daily trips (ADT), with 71 ADT expected to be generated in the morning peak hour and 86 ADT in the evening peak hour.

Change in Trip Generation

The proposed General Plan Amendment will generate fewer trips than the existing Community Commercial land use designation. The ultimate development of the site for residential development at maximum densities would result in approximately 5,753 fewer daily vehicle trips, 82 fewer during the morning peak hour and 503 fewer during the evening peak hour.

Future Traffic Impacts

The Traffic Study considered the impacts possible at the intersection of Sanderson Avenue with Menlo Avenue, Devonshire Avenue, Florida Avenue, Circeli Way with Devonshire Avenue, and the existing driveway at the commercial development, which would be shared by the proposed project.

For purposes of analysis, the traffic study assumed that the project would be constructed in 2017. Analysis included assumptions allowing for the development of extensive other cumulative projects in the surrounding area, and for ambient growth. On the basis of these assumptions, the Traffic Study found that all studied intersections would operate at LOS C or better under Existing Plus Project, and Existing Plus Project Plus Ambient Growth. Under Existing Plus Project Plus Ambient Growth Plus Cumulative Projects, all intersections operate at an acceptable LOS, with the exception of Sanderson/Florida, which would operate at LOS E without planned improvements, and LOS D with planned improvements during the peak hours. The improvements consist of the addition of a shared through/right turn lane for eastbound traffic at this intersection.

In terms of the long term, General Plan build out potential of the proposed project, it would represent a substantial reduction in daily trips, as described above, and would therefore represent a beneficial impact to overall traffic impacts in the area.

Finally, Sanderson Avenue will be built out to its ultimate General Plan half width including landscaping and parkway improvements in conjunction with project development and in conformance with the Scenic Highway Design Manual. This would be a standard requirement of the City's development review process, and would be completed at project construction. Primary access to the project site is anticipated on Sanderson Avenue. Secondary access would be provided from Circeli Way. Circeli way is approximately 0.18 miles long minor street on the east of the subject site which is used to access Oradon Way, Lynae Way, and Janae Way. Circeli Way is an unclassified roadway in the General Plan which, currently, carries approximately 500 (avg.) vehicles per day, operating at LOS B.

The proposed project will have a less than significant impact on the local roadway network, the General Plan Circulation Element and other City transportation policies. The project also will be accessible by other modes of transportation, including local bus service, sidewalks and bicycle paths to enhance multi-modal access within the project and connectivity to motorized and non-motorized components of the surrounding transportation network.

Based on the traffic impact analysis, Kunzman Associates, Inc. has identified recommendations that will assure that the project optimizes the local network, precludes design deficiencies and maximizes use of the non-motorized transportation network and system.

On-Site Recommendations

1. Sanderson Avenue shall be built out to its ultimate General Plan half width (98-108 foot right-of-way) including landscaping and parkway improvements in conjunction with project development and the Scenic Highway Design Manual.
2. Sufficient parking spaces shall be provided on the project site to meet City's parking code requirements.

3. Sight distance at the project site shall comply with California Department of Transportation and the City of Hemet sight distance standards. In addition, the final grading, landscaping, and street improvement plans shall demonstrate that California Department of Transportation and City of Hemet sight distance standards are met. Such plans must be reviewed by the City of Hemet prior to issue of grading permits.
4. On-site traffic signing and striping shall be implemented with project's construction plans.

Off-Site Recommendations

1. The City should periodically review traffic operations in the project's vicinity once the construction is completed to assure that traffic operations are satisfactory.
2. The project should participate in the phased construction of off-site traffic signals through the payment of its fair share for traffic signal improvements.

Overall impacts associated with the General Plan Amendment and the ultimate development of the site will be less than significant, with the participation of the project in traffic signal mitigation fees.

- c) **No Impact.** The Hemet-Ryan Airport is located approximately 2 miles southwest of the subject property. The project site is located within the boundary of the Airport Influence Area, in Airport Area III. The City processes land use regulations, including General Plan Amendments and Zone Changes, through the Airport Commission's land use review process. In accordance with Policy LU-10.1 of the City of Hemet General Plan, the proposed General Plan Amendment and Zone Change were reviewed by the Commission on June 11, 2015, and found to be consistent with the Hemet-Ryan Airport land use plan. In addition, since the Site Development Review implements the General Plan Amendment and Zone Change, the proposed project will also be required to be submitted to ALUC for review, so as to allow for the application of appropriate conditions. The project will have no impact on the facilities or operations of regional airports, and will not result in a change in air traffic patterns.
- d) **No Impact.** The project will be developed in accordance with City design guidelines and will not create a substantial increase in hazards due to a design feature. The project's access points will be located with adequate sight distances, and project-generated traffic will be consistent with existing traffic in the area. No project related impact is anticipated.
- e) **No Impact.** Access to the project site will be provided through Sanderson Avenue via an existing shared driveway at the existing commercial development, and on Circeli Way. Regional access to the project site will be provided via major arterials, secondary arterials and a variety of local roads. Sanderson Avenue is a north-south four lane divided roadway, classified as a major roadway on the City's General Plan Circulation Plan. Circeli way is approximately 0.18 miles long minor street on the east of the subject site which is used to access Oradon Way, Lynae Way, and Janae Way. It is unclassified roadway in the General Plan. Both Sanderson Avenue and Circeli Way would be used for emergency purposes. Prior to construction, both the Fire Department and Police Department will review the project site plan to ensure safety measures are addressed, including emergency access. The proposed project will not result in inadequate emergency access.

- f) No Impact.** Devonshire Avenue is designated for a Class 2 bicycle route, approximately 350-400 feet south of the subject property, and will facilitate access to the proposed project. Existing transit service is provided in the City by the Riverside Transit Authority (RTA). RTA operates existing bus routes on Sanderson Avenue south of Devonshire, and on Devonshire. Future residents will have access to existing bus service.

The proposed project will not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. No project related impact is anticipated.

Mitigation Measures

- XV.1. The project shall participate in the phased construction of off-site traffic signals through payment of traffic signal mitigation fees.

Monitoring

- XV.A. Traffic signal mitigation fees shall be paid prior to the issuance of building permits.

Responsible Party: City Engineer, Building Official

(Sources: City of Hemet General Plan, 2012; Sanderson Apartments Traffic Impact Analysis prepared by Kunzman Associates, Inc., July 2016; Trip Generation 9th Generation (2012), Institute of Transportation Engineers.)

XVI. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting

The Eastern Municipal Water District (EMWD) provides domestic water to the project area. Its primary source of fresh water is groundwater extracted by deep wells from Hemet Groundwater Basin. EMWD lies in a San Jacinto River Watershed, which adopted Resolution No. R8-2004-0001 to implement regional management of water supplies.

The City works with Eastern Municipal Water District (EMWD) to treat and recycle wastewater at the San Jacinto Valley Regional Water Reclamation Facility.

The General Plan Amendment and Zone Change will have no impact on utilities and service systems. The ultimate development of the site will, however, increase demand for these services.

Discussion of Impacts

a-e) Less Than Significant Impact.

Wastewater Treatment

Sanitary sewage from the project site will be connected to the existing sanitary sewer lines located in Devonshire Avenue. The wastewater will then be transported to the Eastern Municipal Water District's (EMWD) San Jacinto Regional Water Reclamation Facility.

EMWD's Recycled Water System has capacity for the treatment of 56 million gallons per day and currently processes 45 – 50 million gallons a day of treated wastewater from its four operating regional treatment plants. This treated water is distributed throughout the Recycled Water Distribution System.

The proposed project will generate approximately 13,900 gallons per day of wastewater. The proposed project will add less than 0.5 % to the current treatment levels at the plant, which will represent less than 0.02 % of the plant's total capacity.

EMWD implements all requirements of the Regional Water Quality Control Board pertaining to water quality and wastewater discharge. The proposed project will have a less than significant impact on wastewater treatment capacity.

Domestic Water

The Eastern Municipal Water District (EMWD) will provide domestic water services to the project site. The proposed project will be subject to the 2013 California Building Code requirements which mandate greater efficiency than previous codes applied to existing development in the area.

The proposed project will be required to implement all water conservation measures imposed by EMWD under normal as well as drought conditions over the life of the project. In addition, the State Water Resources Control Board (SWRCB) has issued Emergency Order 2014-0718-01E, which mandates water suppliers enact certain water restrictions. On May 9, 2016, the Governor issued an Executive Order to direct the State Water Resources Control Board to adjust and extend its emergency water conservation regulations through the end of January 2017 in recognition of the differing water supply conditions for many communities.

The project will be required to implement that emergency measure, if in effect at the time construction occurs. On January 27, 2015, the Hemet City Council approved Resolution No. 15-004 activating Phase 2 of the City's Water Conservation Plan, which implements a water use reduction program to achieve a 25% reduction in overall water use. The proposed project shall be required to comply with this reduction plan as well.

The project site is located in the Hemet/San Jacinto Groundwater Management Area, for which EMWD prepares an annual report to document and analyze the region's water needs and long-term demand for domestic water. This analysis includes conservation measures and replenishment programs to make it possible for EMWD to meet increasing demand.

The proposed project will tie into existing domestic water lines in Sanderson Avenue and Devonshire Avenue. No new wells or additional water infrastructure or entitlements will be required.

Storm Water Management

Storm water drainage infrastructure within the City consists of a network of natural and improved streams, storm drains, storm channels, and catch basins intended to manage stormwater that flows into one of three drainage systems, Salt Creek, San Jacinto River, and Santa Margarita River (General Plan; Figure 5.4).

The proposed project will not impact the existing stormwater management systems significantly. The proposed project will result in an incremental increase in the volume of storm water; however, the City will require that the incremental increase in volume be managed on site. The preparation of site-specific hydrology studies and water management plans will assure that impacts associated with storm water will be less than significant.

f-g) Less Than Significant Impact. In the City of Hemet, there is one solid waste management provider, CR&R Waste and Recycling Services. CR&R Waste and Recycling Services provide services within the City boundaries. CR&R recycles over 120,000 tons of materials each year.

The project will be required to provide on site waste management facilities, which will be hauled by CR&R to the Lamb Canyon landfill, which has capacity through 2021. Facility operators, including CR&R, are required to meet all local, regional, state, and federal standards for solid waste disposal. Impacts associated with solid waste disposal are expected to be less than significant.

Mitigation Measures

None.

Monitoring

None.

(Sources:

http://www.waterboards.ca.gov/water_issues/programs/conservation_portal/docs/emergency_reg/051816_10_final_adopted_regs.pdf;; Hemet General Plan, 2012)

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

NOTE: If there are significant environmental impacts which cannot be mitigated and no feasible project alternatives are available, then complete the mandatory findings of significance and attach to this initial study as an appendix. This is the first step for starting the environmental impact report (EIR) process.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Does the project:				
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Less Than Significant Impact with Mitigation Incorporated. The project site is currently vacant with the exception of the retention basin and characterized as ruderal/disturbed and developed. Its does not contain any special plant or animal species listed by state and federal agencies. It is located within the boundaries of the Western Riverside County MSHCP, and subject to its provisions, which have been included in this document as mitigation measures. The proposed project will not significantly reduce fish or wildlife habitat or otherwise adversely impact a fish or wildlife species. The site is surrounded on all sides by urban development. The site does not serve as an animal migratory or nursery site, and is not known to contain sensitive species or communities.

The site has a low probability of containing archaeological resources, and no historic structures on site.

With implementation of the mitigation measures provided in this report, impacts will be less than significant.

- b) Less Than Significant Impact.** The project will contribute to the cumulative impacts of development in the City of Hemet and broader San Jacinto Valley. However, impacts will be less than significant because the project will reduce the intensity of development, particularly as it relates to traffic generated by a residential land use versus a commercial land use. Project construction will contribute to exceedances of PM₁₀; however, these impacts will be mitigated to less than significant levels through implementation of air quality mitigation measures.
- c) Less Than Significant Impact.** The proposed project will result in the development of the subject site and will not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. Therefore, project related impacts will be less than significant.

References

"California Scenic Highway Mapping System," accessed January 18, 2016.

City of Hemet General Plan, January 24, 2012.

Hemet General Plan FEIR, 2012.

Hemet Municipal Code.

"Riverside County Important Farmland 2010 Map," sheet 1 of 3, California Department of Conservation, published January 2012.

SCAQMD CEQA Handbook.

2003 PM10 Plan for the Hemet-Jacinto Valley, SCAQMD 2012 Air Quality Management Plan.

CalEEMod Version 2013.2.2 and project materials.

"Soil Survey of Riverside County, California, San-Jacinto Valley Area," U.S. Dept. of Agriculture Soil Conservation Service, 1980.

http://geomaps.wr.usgs.gov/archive/scamp/html/scg_grd.html)

General MSHCP Habitat Assessment/Consistency Analysis, and Regulatory Constraints Assessment for the 5.57-Acre Sanderson Apartments Project Site, City of Hemet, California, prepared by Cadre Environmental in August 2015.

"Coachella Valley Multiple Species Habitat Conservation Plan," 2007.

West Coast Environmental and Engineering, July 21, 2005.

Envirostor map database, California Department of Toxic Substances Control, accessed 02.15.2016.

Airport Land Use Commission Riverside County Letter, March 19, 2015.

Flood Insurance Rate Map #06065C1470G, Federal Emergency Management Agency, August 28, 2008.

California Division of Mines and Geology, 1987.

"Riverside County Airport Land Use Compatibility Plan, Volume 1, Policy Document," adopted by Riverside County Airport Land Use Commission, October 14, 2004.

[http://www.hemetusd.org/apps/pages/index.jsp?uREC_ID=254935&type=d&pREC_ID=581935;](http://www.hemetusd.org/apps/pages/index.jsp?uREC_ID=254935&type=d&pREC_ID=581935)
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Sanderson Apartments Traffic Impact Analysis prepared by Kunzman Associates, Inc. in July 2016; Trip Generation 9th Generation (2012), Institute of Transportation Engineers.)

http://www.waterboards.ca.gov/water_issues/programs/conservation_portal/docs/emergency_reg/051816_10_final_adopted_regs.pdf, accessed on 06.07.2016; Hemet General Plan, 2012)

Appendix A: "Sanderson Apartments, CalEEMod 2013.2.2 Outputs, February 2016"

Appendix B, Traffic Impact Analysis

Appendix C, AB 52 and SB 18 Letters