

Hemet Logistics West

Draft EIR

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City of Hemet

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Acronyms and Abbreviations

ACM	asbestos-containing material
AF	acre-feet
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
amsl	above mean sea level
AQMP	Air Quality Management Plan
APN	Assessor's Parcel Number
BACT	best available control technology
Basin	South Coast Air Quality Basin
bgs	below ground surface
BMPs	Best Management Practices
CAA	Clean Air Act of 1970
CAAA	CAA Amendments of 1990
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act of 1988
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CH_4	methane
CHRIS	California Historical Resources Inventory System
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
dB	decibel
dBA	A-weighted decibels
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
ESA	Environmental Site Assessment
FAR	floor area ratio
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act of 1973
FMMP	Farmland Mapping and Monitoring Program
GHG	greenhouse gas
HAPs	hazardous air pollutants
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
HFCs	hydrofluorocarbons
LEV	Low Emission Vehicle
LID	low impact development
LOS	level of service

LSTs	localized significance thresholds
MACT	maximum achievable control technology
MBTA	Migratory Bird Treaty Act of 1918
mgd	million gallons per day
MMRP	Mitigation Monitoring and Reporting Program
MPO	metropolitan planning organization
$MTCO_2e$	metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
N_2O	nitrous oxide
NAHC	Native American Heritage Commission
NHPA	National Historic Preservation Act of 1966
NHTSA	National Highway Traffic and Safety Administration
NOP	Notice of Preparation
NO_2	nitrogen dioxide
NO_x	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
PDF	project design feature
PFCs	perfluorocarbons
$PM_{2.5}$	particulate matter less than 2.5 micrometers in aerodynamic diameter
PM_{10}	particulate matter less than 10 micrometers in aerodynamic diameter
ppb	parts per billion
PPP	Plans, Programs, and Policies
PRC	Public Resources Code
PRIMP	Paleontological Resources Impact Mitigation Plan
REC	recognized environmental conditions
ROG	reactive organic gas
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SF	square feet
SF_6	sulfur hexafluoride
SIP	State Implementation Plan
SO_2	sulfur dioxide
SO_3	sulfur trioxide
SO_4	sulfates
SO_x	sulfur oxides
SR	State Route
SRA	Source Receptor Area
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TACs	toxic air contaminants
TIA	Traffic Impact Analysis
USDA	United States Department of Agriculture
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
UWMP	Urban Water Management Plan

VdB	velocity levels expressed in decibel notation
VMT	vehicle miles travelled
VOC	volatile organic compounds
WDR	Waste Discharge Requirements
Williamson Act	California Land Conservation Act of 1965

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1. Executive Summary

This Draft Environmental Impact Report (EIR) evaluates the environmental effects that may result from the construction and operation of the proposed Hemet Logistics West Project (proposed Project). This EIR has been prepared in conformance with the State and City of Hemet environmental policy guidelines for implementation of the California Environmental Quality Act (CEQA).

The EIR is being circulated for 45 days for review and comment by the public and other interested parties, agencies, and organizations in accordance with Section 15087 and Section 15105 of the CEQA Guidelines. During the 45-day review period, the Draft EIR will be available for public review at the City's website (https://www.hemetca.gov/797/Environmental-Documents).

Written comments related to environmental issues in the Draft EIR should be addressed to:

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A Notice of Availability of the Draft EIR was published concurrently with the distribution of this document.

1.1 PROJECT LOCATION

The proposed Project is located within the western portion of Riverside County in the west-central portion of the City of Hemet. The Project site is southwest of the intersection of West Acacia Avenue and Cawston Avenue North. Regional access to the Project site is provided via State Route 74 (SR-74), SR-79, and Interstate 215 (I-215). Local access to the site is provided from West Acacia Avenue. Specifically, the Project site is located within Section 18, Township 5 South, Range 1 West, within the Hemet United States Geological Survey (USGS) 7.5-minute topographic quadrangle.

The Project site encompasses approximately 60.86 gross acres and comprises one parcel identified as Assessor's Parcel Number (APN) 456-010-025. The Project site, and surrounding area, is shown in Figure 3-1, *Regional Location*, Figure 3-2, *Local Vicinity*, and Figure 3-3, *Aerial View*, in Section 3.0, *Project Description*.

1.2 PROJECT DESCRIPTION SUMMARY

The Project applicant proposes subdividing the existing 60.86-acre site (2,650,915 square feet (SF)), identified as APN 456-010-025, into four parcels. Each parcel would be developed with an industrial warehouse facility (four warehouse buildings total) with a total gross building area of 1,129,894 SF. The Project applicant proposes to subdivide the existing parcel into four separate parcels. The Project applicant also proposes a zone change from the site's existing Community Commercial (C-2) zoning to Business Park (B-P) in the northern portion of the site. The existing southern zoning of B-P would remain. The zone change is proposed to have a uniform zoning designation throughout the Project site, as it is currently a split zoning for one parcel. The zone change would also require a General Plan Amendment (GPA) to the City of Hemet GP *Land Use Plan* Map to change the existing land use designation in the northern portion of the Project site from Community Commercial to Business Park. Additionally, the proposed Project would include an amendment to the City's Roadway Circulation Master Plan for the vacation of Whittier Avenue along the southern property line to Cawston Avenue North.

Building and Architecture. The proposed Project would construct a new industrial warehouse facility consisting of four separate one-story buildings, with a maximum building height of 55 feet. The four proposed buildings would support warehousing and office use, each with associated infrastructure, including a fire pump. Figure 3-8, *Conceptual Site Plan*, illustrates the proposed site plan.

Building 1, proposed on Parcel 1, which spans 37.99 acres, would be the largest of the four buildings and would be utilized as a distribution and fulfillment center with additional space for a showroom. Building 1 would feature a total building area of 706,224 SF, including 686,224 SF of warehouse space, 10,000 SF of ground floor office space, and 10,000 SF of mezzanine office space. Building 1 would have a floor area ratio (FAR) of 0.43 and a clear height of 42 feet. This building would include 94 dock doors.

Building 2 is proposed on Parcel 2, which spans 11.46 acres. The total building area would be 192,443 SF, including 172,443 SF of warehouse space, 10,000 SF of ground-floor office space, and 10,000 SF of mezzanine office space. Building 2 would have a FAR of 0.39 and a clear height of 32 feet. This building would include 58 dock doors.

Building 3 is proposed on Parcel 3, which spans 7.42 acres. The total building area would be 144,176 SF, including 136,176 SF of warehouse space, 4,000 SF of ground-floor office space, and 4,000 SF of mezzanine office space. Building 3 would have an FAR of 0.45 and a clear height of 32 feet. This building would include 39 dock doors.

Building 4 is proposed on Parcel 4, which spans 5.36 acres. The total building area would be 87,051 SF, including 79,051 SF of warehouse space, 4,000 SF of ground-floor office space, and 4,000 SF of mezzanine office space. Building 4 would have an FAR of 0.39 and a clear height of 32 feet. This building would include 18 dock doors.

Circulation and Street Improvements. Access to the proposed Project would be provided via four new driveways: one from West Acacia Avenue and three from the buildout of Cawston Avenue south of West Acacia Avenue. The driveway accessible from West Acacia Avenue would be 26-feet-wide and limited to passenger vehicles only. The northernmost driveway from Cawston Avenue would be 40 feet wide and two inches, while the two southern driveways would be 40 feet wide. The three driveways from Cawston Avenue would provide truck and passenger vehicle access. Access to Building 1 would be by the driveway on West Acacia Avenue and the northernmost driveway from the Cawston Avenue buildout. Access to Buildings 2, 3, and 4 would be supplied from the two southernmost driveways on the Cawston Avenue buildout. The build-out of Cawston Avenue would end in a cul-de-sac; ingress to the driveways would only be provided via right turns, and egress would be supplied via left turns. Internal circulation would be available through several drive aisles between and around the proposed buildings.

The proposed Project would also include construction and improvements of sidewalks along the Project's frontage on West Acacia Avenue and the buildout of Cawston Avenue. It also consists of a 5-foot right-of-way dedication along the buildout of Cawston Avenue and a 47-foot ROW dedication along West Acacia Avenue. The proposed Project would also improve streetlights, curbs, gutters, sidewalks, and landscaping along Cawston Avenue and West Acacia Avenue.

Parking. The Project would provide a total of 793 standard parking stalls, 23 accessible standard parking stalls, 13 accessible van parking stalls, and 312 electric vehicle parking stalls, of which 62 stalls would be equipped with active EV charging stations at the time of Project buildout. The remaining 250 electric vehicle parking stalls would be conduit-ready and reserved for future EV charging infrastructure. Additionally, the proposed Project would provide 210 trailer parking stalls. Table 3-3, *Parking Summary,* within Section 3.0, *Project Description*, provides an overview of the Project's proposed parking per building. The Project would also provide short-term bike parking for each building adjacent to their respective office locations.

Landscaping. The proposed Project would dedicate approximately 530,184 SF (12.17 acres), or 20 percent of the total Project site, to landscaping, around the perimeter of the site's perimeter, between and around the four proposed buildings, and around parking areas. A 14-foot-high decorative solid screen wall is proposed to surround the trailer parking stall area and dock doors along the west side of Building 1. On the east side of Building 1, an 8-foot-high wrought-iron fence is proposed to surround the trailer parking stall area and dock doors. Additionally, an 8-foot-high wrought iron fence is planned around the perimeter of the dock doors for Buildings 1, 2, and 3. A 4-foot-high screen wall is also proposed to enclose the parking stall locations to the west of Building 2.

Infrastructure. The proposed Project would include the development of a 2-inch domestic water line and a 12-inch fire water line onsite to connect to the existing 12-inch diameter water line in West Acacia Avenue. Additionally, the proposed Project would install an on-site 8-inch sewer connection to the existing manhole at the Cawston Avenue North and West Acacia Avenue intersection. A sewer lift station is also proposed in the northeast portion of the site. The proposed Project would install new onsite storm drains, which would convey drainage flows to the proposed bioretention basin located on the northwest corner of the Project site. A second bioretention basin is proposed along the Project's frontage on Cawston Avenue. Regulated electrical and communication utilities would be extended to the site from existing facilities along West Acacia Avenue.

1.3 PROJECT OBJECTIVES

The following objectives have been identified to aid decision makers in reviewing the proposed Project and its associated environmental impacts.

1. To efficiently use an underutilized property in the City of Hemet by adding to its potential for employment-generating uses.
2. To attract new business and employment to the City of Hemet and promote economic growth.
3. To create new jobs to reduce the need for local workforce members to commute outside the Project vicinity to work.
4. To increase temporary and permanent employment opportunities while improving the local balance of housing and jobs.
5. To develop underutilized vacant property near State Route 74 and Interstate 215 with access to available infrastructure, including roads and utilities, to accommodate the growing need for goods movement within the city and region.
6. To develop an underutilized property in west Hemet that is similar to and compatible with other developments that were recently built, approved for construction, or proposed in west Hemet.
7. Develop a project that treats surface and stormwater flows without contributing to the degradation of surface and groundwater quality.

1.4 SUMMARY OF ALTERNATIVES

Section 8.0, *Alternatives*, of this EIR analyzes a range of reasonable alternatives to the proposed Project. The alternatives that are analyzed in detail in Section 8.0 are summarized below.

- **Alternative 1: No Project/No Development Alternative.** Under this alternative, the Project would not be developed, and no development would occur. The Project site would remain vacant and undeveloped. In accordance with the CEQA Guidelines, the No Project/No Build Alternative for a development project on an identifiable property consists of the circumstance under which the project does not proceed. Section 15126.6(e)(3)(B) of the CEQA Guidelines states that, "In certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained." The No Project/No

Development Alternative allows decision-makers to compare the environmental impacts of approving the proposed Project to the environmental impacts if the property were to be left in its existing conditions for the foreseeable future. Under the site's conditions at the time the Notice of Preparation was published (May 29, 2024), the Project site is vacant.

- **Alternative 2: Reduced Project Alternative.** The Reduced Project Alternative consists of developing the Project site like the Project, but with a reduction in square footage and operational intensity onsite. Specifically, the Reduced Project Alternative would result in development of a single 250,000 SF speculative warehouse building with no cold storage and a storage yard. This alternative would still require a General Plan Amendment from Community Commercial (C-C) to Business Park (B-P) and a zone change from a zone change from C-2 to B-P for the northern portion of the site. Development under the Reduced Project Alternative would reduce Project square footage by approximately 79 percent and would allow for increased setbacks, passenger vehicle parking, and truck parking. Consistent with the proposed Project, improvements onsite would include landscaping, sidewalks, utility connections, implementation of stormwater facilities, and pavement of parking areas and driveways. Areas planned for physical impact on and offsite would be identical to those required to develop the proposed Project.
- **Alternative 3: No Project/Buildout of Existing Land Use Alternative.** This alternative assumes that all 60.86 acres of the Project site would be developed pursuant to the existing General Plan designations of Community Commercial (C-C) and Business Park (B-P). This alternative would not require a General Plan Amendment or zone change. However, it would require a tentative parcel map to split the parcel into two parcels due to the split zoning designations on the site's single parcel. The No Project/Build out of Existing Land Use Alternative would consist of a two-story 416,433 SF commercial building with 208,216 SF of commercial/retail space on the bottom floor and 208,216 SF of commercial office space, on the top floor, on approximately 23.9 acres in the C-2 zone; as well as a 643,990 SF speculative warehouse on approximately 36.96 acres in the B-P zone. This alternative would include landscaping, sidewalks, utility connections, and pavement of parking areas and driveways. Although the maximum allowed FAR for the B-P zone is 0.6, the buildout of this alternative would result in a conservative FAR of 0.4. This alternative would also be consistent with the maximum allowed FAR of 0.4 in the C-2 zone.

1.5 SUMMARY OF IMPACTS

Table 1-1 summarizes the conclusions of the environmental analysis contained in this Draft EIR. Section 7.0, *Effects Not Found Significant,* establishes that the proposed Project would not result in impacts related to certain thresholds from CEQA Appendix G, including agriculture and forestry resources, mineral resources, recreation, and wildfire. Thus, no further assessment of those impacts was required in the Draft EIR. Therefore, the numbering of impacts shown in Table 1-1 reflects the omission of further evaluation for certain thresholds.

Relevant standard conditions of approval are identified, and mitigation measures are provided for all potentially significant impacts. The significance level of impacts before and after the proposed mitigation measures are applied and identified as significant and unavoidable, less than significant, or no impact.

Table 1-1: Summary of Impacts, Mitigation Measures, and Level of Significance

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
5.1 Aesthetics				
Impact AE-1: The Project would not have a substantial adverse effect on a scenic vista.		Less than significant	None required	Less than significant
Impact AE-2: The Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.		No impact	None required	No impact
Impact AE-3: The Project would not conflict with applicable zoning and other regulations governing scenic quality.		Less than significant	None required	Less than significant
Impact AE-4: The Project would not create new sources of substantial light or glare, which would adversely affect day or nighttime views in the area.	**PPP AE-1: Exterior Lighting.** All lighting shall be directed or shielded away from nearby residential zones and contained within the site's boundaries. Adequate lighting shall be provided to maintain a safe, on-site environment consistent with California Building Code standards.	Less than significant	None required	Less than significant
Cumulative	**PPP AE-1: Exterior Lighting.** As listed previously.	Less than significant	None required	Less than significant
5.2 Air Quality				
Impact AQ-1: The Project would conflict with or obstruct implementation of the applicable air quality plan.	**PDF AQ-1:** Before issuance of building permits, the Building Department shall ensure all demolition and grading plans clearly show the requirement for Environmental Protection Agency (EPA) Tier 4 or higher emissions standards for construction equipment with more than 50 horsepower.	Less than significant	None required	Less than significant
Impact AQ-2: The Project would result in a cumulatively considerable net	**PDF AQ-1.** As listed previously.	Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
increase of a criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard.	**PPP AQ-1: Rule 403. The Project is required to comply with the provisions of South Coast Air Quality** Management District (SCAQMD) Rule 403, which includes the following: • All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines to limit fugitive dust emissions. • The contractor shall ensure that all disturbed unpaved roads and areas within the project are watered, with complete coverage of disturbed areas, at least three times daily during dry weather, preferably in the mid-morning, afternoon, and after work is done for the day. • The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour or less. **PPP AQ-2: Rule 1113.** The Project is required to comply with the provisions of South Coast Air Quality Management District Rule (SCAQMD) Rule 1113. Only "Low-Volatile Organic Compounds" paints (no more than 50 grams/liter of VOC) and/or High-Pressure Low Volume (HPLV) applications shall be used.			

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	PPP AQ-3: Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines. The Project is required to obtain a permit from SCAQMD for the proposed diesel fire pump and would be required to comply with Rule 1470, regulating the use of diesel-fueled internal combustion engines.			
Impact AQ-3: The Project would not expose sensitive receptors to substantial pollutant concentrations.	**PDF AQ-1.** As listed previously.	Less than significant	None required	Less than significant
Impact AQ-4: The Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	**PPP AQ-4: Rule 402.** The Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 402. The Project shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.	Less than significant	None-required	Less than significant
Cumulative	**PDF AQ-1.** As listed previously. **PPP AQ-1: Rule 403.** As listed previously. **PPP AQ-2: Rule 1113.** As listed previously.	Less than significant	None-required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	PPP AQ-3: Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines. As listed previously. **PPP AQ-4: Rule 402.** As listed previously.			
5.3 Biological Resources				
Impact BIO-1: The Project would not 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 Wildlife or U.S. Fish and Wildlife Service.	**PPP BIO-1: Nesting Bird Survey.** Vegetation removal should occur outside the nesting bird season (generally between February 1 and August 31). If vegetation removal is required during the nesting bird season, the applicant must conduct avoidance surveys for nesting birds before initiating vegetation removal/clearing. Surveys will be conducted by a qualified biologist(s) within three days of vegetation removal. If active nests are observed, a qualified biologist will determine appropriate minimum disturbance buffers and other adaptive mitigation techniques (e.g., biological monitoring of active nests during construction-related activities, staggered schedules, etc.) to ensure that impacts to nesting birds are avoided until the nest is no longer active. At a minimum, construction activities will stay outside a 200-foot buffer around the active nests. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist and Riverside County Environmental Programs Department	Potentially significant	**Mitigation Measure BIO-1: Burrowing Owl Pre-Construction Clearance Survey.** Prior to the initiation of any ground-disturbing activities, a qualified biologist with experience in burrowing owl surveys shall conduct a 30-day pre-construction clearance survey for burrowing owls and their burrows within the project area. This survey must be completed no more than 30 days prior to the start of construction activities, including grading, excavation, or vegetation removal. The survey shall cover all areas with potential burrowing owl habitats, including open spaces with suitable burrowing sites such as rodent holes or abandoned burrows. A qualified biologist shall survey the Project site and a buffer zone 500-feet outside the Project limits for burrows that could be used by burrowing owls. If the burrow is determined to be occupied, the burrow shall be flagged, and a 160-foot diameter buffer shall be established during nonbreeding season or a 250-foot diameter buffer during the breeding season. If burrows onsite are unoccupied, construction may proceed. If the site survey determines the presence of burrowing owl, mitigation in accordance with the California Department of Fish and Wildlife CDFW shall be implemented as follows:	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	verify that the nests are no longer occupied and the juvenile birds can survive independently from the nests. Once the young have fledged and left the nest, or the nest becomes inactive under natural conditions, normal construction activities may occur.		• If burrowing owls are identified as being resident on-site outside the breeding season (September 1 to February 14) they shall be relocated to other sites by a permitted biologist (permitted by CDFW), as allowed in the CDFW Staff Report on Burrowing Owl Mitigation (March 2012). • If an active burrow is found during the breeding season, it shall be treated as a nest site, and temporary fencing shall be installed at a distance from it, to be determined by the biologist, to prevent disturbance during grading or construction. Installation and removal of the fencing shall be done with a biological monitor present. • Active relocation and eviction/passive relocation shall require the preservation and maintenance of suitable burrowing owl habitat determined through coordination with the Wildlife Agencies. A final report detailing the survey findings, buffer zone implementation, and any relocation efforts, if applicable, shall be submitted to the appropriate regulatory agencies, such as the CDFW, and the lead agency prior to the commencement of construction	
Impact BIO-2: The Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service.		No Impact	None required	No Impact
Impact BIO-3: The Project would not have a substantial adverse effect on state or federally protected wetlands		No Impact	None required	No Impact

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
(including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.				
Impact BIO-4: The Project would not 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?	**PPP BIO-1: Nesting Bird Survey.** As listed previously.	Potentially significant	**Mitigation Measure BIO-1: Burrowing Owl Pre-Construction Clearance Survey.** As listed previously.	Less than significant
Impact BIO-5: The Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		Less than significant	None required	Less than significant
Impact BIO-6: The Project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	**PPP BIO-2: Mitigation Fee for the SKR HCP.** Hemet Municipal Code Chapter 58.97 requires that before issuing a development permit, any project that meets the criteria or is within the boundary of the SKR HCP shall provide the city with a biological survey. All applicants for a development permit within the boundaries of the plan area shall pay an impact and mitigation fee per gross acre located within the parcel to be developed and the area disturbed by related offsite improvements.	Potentially significant	**Mitigation Measure BIO-1:** As listed previously.	Less than significant
Cumulative	**PPP BIO-1: Nesting Bird Survey.** As listed previously. **PPP BIO-2: Mitigation Fee for the SKR HCP.** As listed previously.	Less than significant	**Mitigation Measure BIO-1:** As listed previously.	Less than significant
5.4 Cultural Resources				
Impact CUL-1: The Project would not cause a substantial adverse change in		Potentially significant	**Mitigation Measure CUL-1: Cultural Resources Monitoring Program.** Monitoring	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
the significance of a historical resource pursuant to § 15064.5?			during ground-disturbing activities, such as grading or trenching, by a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards (PQS) for Archaeology (as defined in the Code of Federal Regulations, 36 CFR Part 61), or as approved by the lead agency, is recommended to ensure that if buried features (*i.e.,* human remains, hearths, or cultural deposits) are present, they will be handled in a timely and proper manner. The scope of the monitoring program is provided below: • Before the issuance of a grading permit, the applicant shall provide evidence, written verification, to the Hemet Planning Department that a qualified archaeologist meeting the Secretary of Interior's PQS for Archaeology (as defined in the Code of Federal Regulations, 36 CFR Part 61) has been retained to implement the monitoring program. This evidence shall be presented in a letter from the project archaeologist to the lead agency. • The certified archaeologist shall attend the pre-grading meeting with the contractors to explain and coordinate the monitoring program's requirements. • During the original cutting of previously undisturbed deposits, the archaeological monitor(s) and tribal representative shall be on-site, as determined by the consulting archaeologist, to perform periodic inspections of the excavations. The frequency of inspections will depend upon the excavation rate, the excavated materials, and the presence and abundance of artifacts and features. The consulting archaeologist	

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			shall have the authority to modify the monitoring program if the potential for cultural resources appears to be less than anticipated. • If a Native American site, feature, or other resource associated with the prehistoric occupation of this area is encountered, a Native American representative will be contacted and invited to join the monitoring program. • Isolates and non-significant deposits will be minimally documented in the field so the monitored grading can proceed. **Mitigation Measure CUL-2: Inadvertent Discovery of Archeological Resources:** If previously unidentified cultural resources are discovered, the archaeologist shall have the authority to divert or temporarily halt ground disturbance operation in discovery to allow for the evaluation of potentially significant cultural resources. The archaeologist shall contact the lead agency at the time of discovery. In consultation with the lead agency, the archaeologist shall determine the significance of the discovered resources. The lead agency must concur with the evaluation before construction activities can resume in the affected area. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the consulting archaeologist and approved by the lead agency before using professional archaeological methods. If any human bones are discovered, the county coroner and lead agency shall be contacted. If the remains are determined to be of Native American origin, the Most Likely Descendant (MLD), as identified by the NAHC, shall be contacted to determine proper treatment and disposition of the remains.	

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			Before construction activities can resume in the affected area, the artifacts shall be recovered and features recorded using professional archaeological methods. The project archaeologist shall determine the amount of material to be retrieved for an adequate artifact sample for analysis. All cultural material collected during the grading monitoring program shall be processed and curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to an appropriate curation facility, to be accompanied by payment of the fees necessary for permanent curation. A report documenting the field and analysis results and interpreting the artifact and research data within the research context shall be completed and submitted to the satisfaction of the lead agency prior to the issuance of any building permits. The report will include DPR Primary and Archaeological Site Forms.	
Impact CUL-2: The Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?.		Potentially significant	**Mitigation Measure CUL-1: Cultural Resources Monitoring Program.** As listed previously. **Mitigation Measure CUL-2: Inadvertent Discovery of Archeological Resources:** As listed previously.	Less than significant
Impact CUL-3: The Project would not disturb any human remains, including those interred outside of formal cemeteries?	**PPP CUL-1: Human Remains.** If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5. Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the San Bernardino	Potentially significant	None required.	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	County Coroner has made the necessary findings as to the origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision regarding the treatment and disposition has been made. If the San Bernardino County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted by the coroner within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant". The Most Likely Descendant shall then make recommendations and engage in consultation with the property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.			
Cumulative	**PPP CUL-1: Human Remains.** As listed previously.	Potentially significant	**Mitigation Measures CUL-1.** As listed previously. **Mitigation Measure CUL-2: Inadvertent Discovery of Archeological Resources.** As listed previously.	Less than significant
5.5 Energy				
Impact E-1: Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?		Less than significant	None required	Less than significant
Impact E-2: Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	**PPP E-1: CALGreen Compliance:** The Project must comply with the CALGreen Building Code to ensure efficient use of energy. CALGreen	Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	specifications must be incorporated into building plans as a condition of building permit approval.			
Cumulative	**PPP E-1: CALGreen Compliance**. As listed previously.	Less than significant	None required	Less than significant
5.6 Geology and Soils				
Impact GEO-1 i: The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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.		No Impact	None required	No Impact
Impact GEO-1 ii: The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.	**PPP GEO-1: CBC Compliance.** The project is required to comply with the California Building Standards Code as included in Chapter 14, Article II, Division 3, Section 14-40 of the Hemet Municipal Code to preclude significant adverse effects associated with seismic and soil hazards. CBC related and geologist and/or civil engineer specifications for the proposed Project must be incorporated into grading plans and building specifications as a condition of construction permit approval.	Less than significant	None required	Less than significant
Impact GEO-1 iii: The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.	**PPP GEO-1: CBC Compliance**. As listed previously.	Less than significant	None required	Less than significant
Impact GEO-1 iv: The Project would not directly or indirectly cause		No impact	None required	No impact

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.				
Impact GEO-2: The Project would not result in substantial soil erosion or the loss of topsoil.	**PPP HYD-1: NPDES/SWPPP.** Dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger standard plan of development that in total disturbs one or more acres are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires developing and implementing a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP must list the Best Management Practices (BMPs) the discharger will use to protect stormwater runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program, a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs, and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment.	Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	PPP HYD-2: Santa Ana RWQCB MS4 Permit. Prior to the approval of the Grading Plan and issuance of Grading Permits a completed Water Quality Management Plan (WQMP) shall be submitted to and approved by the Public Works Department. Projects will be constructed and operated in accordance with the Santa Ana RWQCB Municipal Stormwater (MS4) Permit for the part of the Santa Ana Basin in Riverside County in 2010 (Order No. R8-2010-0036). The MS4 Permit requires new development and redevelopment projects to adopt a WQMP to: • Control contaminants into storm drain systems • Educate the public about stormwater impacts • Detect and eliminate illicit discharges • Control runoff from construction sites • Implement BMPs and site-specific runoff controls and treatments.			
Impact GEO-3: The Project would not 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.	**PPP GEO-1: CBC Compliance**. As listed previously.	Less than significant	None required	Less than significant
Impact GEO-4: The Project would not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating	**PPP GEO-1: CBC Compliance**. As listed previously.	Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
substantial direct or indirect risks to life or property.				
Impact GEO-5: The Project would not 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.		No impact	None required	No impact
Impact GEO-6: The Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.		Potentially significant	**Mitigation Measure PAL-1: Paleontological Monitoring.** Prior to the issuance of grading permits, the Project Applicant/developer shall submit to and receive approval from the City, a Paleontological Resources Impact Mitigation Program (PRIMP). The PRIMP shall include the provision for a qualified professional paleontologist meeting the Secretary of the Interior's Professional Qualifications Standards (PQS) for Paleontology (as defined in the Code of Federal Regulations, 36 CFR Part 61) (or his or her trained paleontological representative) to conduct monitoring during mass grading and excavation activities in undisturbed Pleistocene alluvial fan sediment. Starting at a depth of five feet, monitoring shall be conducted on a full-time basis. The qualified professional paleontologist shall be approved by the City of Hemet Planning Department. If a fossil(s) is found at shallower depths, earth disturbance activities should be halted within a radius of 50 feet from the location of the fossil, and the approved Project paleontologist shall be consulted to determine the significance of the fossilized remains. If the potentially fossiliferous units are not present in the subsurface, or, if present, are determined to have low potential to contain fossil resources upon examination by a qualified paleontologist,	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			monitoring may be reduced. Additionally, the paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens. Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated and placed into an accredited repository with permanent curation and retrievable storage. Prior to curation, the City of Hemet shall be consulted on the repository/museum to receive the fossil material. A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Hemet Planning Department, will signify completion of the program to mitigate impacts to paleontological resources.	
Cumulative	**PPP GEO-1: CBC Compliance.** As listed previously. **PPP HYD-1: NPDES/SWPPP.** As listed previously. **PPP HYD-2: Santa Ana RWQCB MS4 Permit.** As listed previously.	Less than significant	**MM PAL-1: Paleontological Monitoring.** As listed previously.	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
5.7 Greenhouse Gas Emissions				
Impact GHG-1: The Project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.		Potentially significant	**Mitigation Measure GHG-1:** Prior to the issuance of each building permit, the Project Applicant shall provide the City of Hemet with sufficient evidence demonstrating all light bulbs and light features within the Project are Energy Star certified. **Mitigation Measure GHG-2:** Prior to the issuance of each building permit, the Project Applicant shall provide the City of Hemet with sufficient evidence demonstrating the building will provide water efficient toilets (1.5 gallons per minute [gpm]). **Mitigation Measure GHG-3:** Prior to the issuance of each building permit, the Project Applicant shall provide the City of Hemet with sufficient evidence demonstrating the building will provide waterless urinals). **Mitigation Measure GHG-4:** Prior to the issuance of each building permit, the Project Applicant shall provide the City of Hemet with sufficient evidence demonstrating the building will provide water efficient faucets (1.28 gpm). **Mitigation Measure GHG-5:** Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas of the warehouse portions of the Project that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five (5) minutes once the vehicle is stopped, the transmission	Significant and unavoidable

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to the issuance of an occupancy permit, the City shall conduct a site inspection to ensure that the signs are in place. **Mitigation Measure GHG-6:** Prior to issuance of a building permit, the Project Applicant shall provide the City with an onsite signage program that clearly identifies the required onsite circulation system. This shall be accomplished through posted signs and painting on driveways and internal roadways. **Mitigation Measure GHG-7:** Prior to issuance of an occupancy permit, the City shall confirm that signs clearly identifying approved truck routes have been installed on Acacia Avenue. **Mitigation Measure GHG-8:** Prior to issuance of an occupancy permit, the Project Applicant shall install a sign on the property with telephone, email, and regular mail contact information for a designated representative of the tenant who would receive complaints about excessive noise, dust, fumes, or odors. The sign shall also identify contact data for the City for perceived Code violations. The tenant's representative shall keep records of any complaints received and actions taken to communicate with the complainant and resolve the complaint. The tenant's representative shall endeavor to resolve complaints within 72 hours.	

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			Mitigation Measure GHG-9: All on-site outdoor cargo-handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, forklifts, and other on-site equipment) shall be electric or non-diesel fueled. All onsite indoor forklifts shall be powered by electricity. **Mitigation Measure GHG-10:** Prior to issuance of a Certificate of Occupancy for each building/occupancy providing for 250 or more employees, each owner/tenant shall develop a use/occupant-specific transportation demand management (TDM) program. The TDM program shall be submitted to the City Planning Division and City Building & Safety Division for review and approval as part of tenant improvements plan(s) documentation. Recommended California Air Pollution Control Officers Association (CAPCOA) TDM program elements are listed below: • Provide pedestrian and bicycle network improvements within the development connecting to existing offsite facilities. • Where applicable ensure design of key intersections and roadways encourage the use of walking, biking and where applicable transit. • Commute trip reduction (CTR) programs offered to encourage the use of vanpools, carpooling, public transit, and biking. • Provide CTR program marketing, including information sharing and marketing to promote and educate employees about their travel choices to the employment location. • CTR programs may also provide for alternative work or compressed work	

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			schedules to reduce the number of days an employee commutes to work. • Provision of on-site facilities to provide end-of-trip services for bicycling, such as secure bike parking and storage lockers. • Provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero-emission vehicles.	
Impact GHG-2: The Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.	**PPP E-1: CALGreen Compliance,** As listed previously.	Potentially significant	None required	Significant and unavoidable
Cumulative	**PPP E-1: CALGreen Compliance,** As listed previously.	Potentially significant	**Mitigation Measure GHG-1 through GHG-10.** as listed previously.	Significant and unavoidable
5.8 Hazards and Hazardous Materials				
Impact HAZ-1: The Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	**PPP HYD-1: NPDES/SWPPP.** As listed previously.	Less than significant	None required	Less than significant
Impact HAZ-2: The Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	**PPP HYD-1: NPDES/SWPPP.** As listed previously. **PPP HYD-2: Santa Ana RWQCB MS4 Permit.** As listed previously.	Less than significant	None required	Less than significant
Impact HAZ-3: The Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.		Less than significant	None required	Less than significant
Impact HAZ-4: The Project would not be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government		Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.				
Impact HAZ-5: The Project would not be 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, result in a safety hazard or excessive noise for people residing or working in the Project area.		Less than significant	None required	Less than significant
Impact HAZ-6: The Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.		Less than significant	Non required	Less than significant
Impact HAZ-7: The Project would not expose people or structures, either directly or indirectly, 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.		Less than significant	Non required	Less than significant
Cumulative	**PPP HYD-1: NPDES/SWPPP.** As listed previously. **PPP HYD-2: Santa Ana RWQCB MS4 Permit.** As listed previously.	Less than significant	None required	Less than significant
5.9 Hydrology and Water Quality				
Impact HYD-1: The Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.	**PPP HYD-1: NPDES/SWPPP**, as listed previously. **PPP HYD-2: Santa Ana RWQCB MS4 Permit.** As listed above.	Less than significant	None required	Less than significant
Impact HYD-2: The Project would not substantially decrease groundwater supplies or interfere substantially with	**PPP HYD-1: NPDES/SWPPP**, as listed previously.	Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
groundwater recharge such that the Project may impede sustainable groundwater management of the basin.	**PPP HYD-2: Santa Ana RWQCB MS4 Permit.** As listed above.			
Impact HYD-3: The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site.	**PPP HYD-1: NPDES/SWPPP,** as listed previously. **PPP HYD-2: Santa Ana RWQCB MS4 Permit.** As listed above.	Less than significant	None required	Less than significant
Impact HYD-4: The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.	**PPP HYD-1: NPDES/SWPPP,** as listed previously. **PPP HYD-2: Santa Ana RWQCB MS4 Permit.** As listed above.	Less than significant	None required	Less than significant
Impact HYD-5: The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through addition of impervious surfaces, in a manner which would 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.	**PPP HYD-1: NPDES/SWPPP,** as listed previously. **PPP HYD-2: Santa Ana RWQCB MS4 Permit.** As listed above.	Less than significant	None required	Less than significant
Impact HYD-6: The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the	**PPP HYD-1: NPDES/SWPPP,** as listed previously.	Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows.	**PPP HYD-2: Santa Ana RWQCB MS4 Permit.** As listed above.			
Impact HYD-7: The Project would not be located in flood hazard, tsunami, or seiche zones, and risk release of pollutants due to Project inundation.		Less than significant	None required	Less than significant
Impact HYD-8: The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	**PPP HYD-1: NPDES/SWPPP,** as listed previously. **PPP HYD-2: Santa Ana RWQCB MS4 Permit.** As listed above.	Less than significant	None required	Less than significant
Cumulative	**PPP HYD-1: NPDES/SWPPP,** as listed previously. **PPP HYD-2: Santa Ana RWQCB MS4 Permit.** As listed above.	Less than significant	None required	Less than significant
5.10 Land Use and Planning				
Impact LU-2: The Project would not 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.		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant
5.11 Noise				
Impact NOI-1: The Project would result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or	**PPP NOI-1: Construction Noise.** Chapter 30, Article II, Section 30-32(33) of the Hemet Municipal Code permits construction activities between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between the	Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
noise ordinance, or applicable standards of other agencies.	hours of 7:00 a.m. and 6:00 p.m. during the months of October through May. Exceptions to these standards may be granted only by the City building official and/or the City Council. Construction occurring consistent with these provisions is exempt from regulation. **PDF NOI-1:** All construction activities shall comply with HMC Section 30-32[a][43], restricting construction activities to the approved hours of construction as set forth on a permit or other city entitlement as issued the building official, planning commission, or city council, or as otherwise prohibited by the Hemet Building Code. **PDF NOI-2:** Construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards). **PDF NOI-3:** All stationary construction equipment shall be placed in such a manner so that the emitted noise is directed away from any sensitive receivers. **PDF NOI-4:** Construction equipment staging areas shall be located at the greatest feasible distance between the staging area and the nearest sensitive receivers.			

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	PDF NOI-5: The construction contractor shall limit equipment and material deliveries to the same hours specified for construction equipment. **PDF NOI-6:** Electrically powered air compressors and similar power tools shall be used, when feasible, in place of diesel equipment. **PDF NOI-7:** No music or electronically reinforced speech from construction workers shall be allowed.			
Impact NOI-2: The Project would not result in generation of excessive groundborne vibration or groundborne noise levels.		Less than significant	None required	Less than significant
Impact NOI-3: The Project for a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels.		Less than significant	None Required	Less than significant
Cumulative	**PPP NOI-1: Construction Noise**. As listed above. **PDF NOI-1 through NOI-7**. As listed above.	Less than significant	None Required	Less than significant
5.12 Population and Housing				
Impact POP-1: The Project would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly		Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
(for example, through extension of roads or other infrastructure).				
Impact POP-2: The Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.		No impact	None required	No impact
Cumulative		Less than significant	None required	Less than significant
5.13 Public Services				
Impact PS-1: The Project would not result in substantial adverse physical impacts associated with fire protection services or the provision of new or altered fire station facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.		Less than significant	None required	Less than significant
Impact PS-2: The Project would not result in substantial adverse physical impacts associated with police services or the provision of new or altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.		Less than significant	None required	Less than significant
Impact PS-3: The Project would not result in substantial adverse physical impacts associated with school services or the provision of new or physically altered school facilities.	**PPP PS-1: School Impact Fees.** Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall provide payment of the appropriate fees set forth by the Hemet Unified School District related to the funding of school facilities	Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	pursuant to Government Code Section 65995 et seq.			
Impact PS-4: The Project would not result in substantial adverse physical impacts associated with park and recreational facilities or the provision of new or physically altered park facilities.		Less than significant	None required	Less than significant
Impact PS-5: The Project would not result in substantial adverse physical impacts associated with other government services or the provision of new or physically altered public facilities.		Less than significant	None required	Less than significant
Cumulative	**PPP PS-1: School Impact Fees.** As listed previously.	Less than significant	None required	Less than significant
5.14 Transportation				
Impact TR-1: The Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	**PDF TR-1: Sidewalks.** The Project would construct sidewalks along the Project's frontage on West Acacia Avenue and Cawston Avenue Road.	Less than significant	None required	Less than significant
Impact TR-2: The Project would not conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).		Less than significant	None required.	Less than significant
Impact TR-3: The Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	**PDF TR-1: Sidewalks.** As listed previously.	Less than significant	None required	Less than significant
Impact TR-4: The Project would not result in inadequate emergency access.		Less than significant	None required	Less than significant
Cumulative	**PDF TR-1: Sidewalks.** As listed previously.	Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
5.15 Tribal Cultural Resources				
Impact TCR-1: The Project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	**PPP TCR-1**: Native American historical and cultural resources and sacred sites are protected under PRC Sections 5097.9 to 5097.991, which require that descendants be notified when Native American human remains are discovered and provide for treatment and disposition of human remains and associated grave goods. **PPP CUL-1: Human Remains.** As listed previously.	Potentially significant	**Mitigation Measure CUL-1**. As listed previously. **Mitigation Measure TCR-1: Tribal Monitoring Services Agreement.** Prior to the issuance of grading permits, the applicant shall enter into a Tribal Monitoring Services Agreement with the Morongo Band of Mission Indians (MBMI) for the Project. The Tribal Monitor shall be on-site during all ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind). The Tribal Monitor shall have the authority to temporarily divert, redirect, or halt the ground-disturbing activities to allow identification, evaluation, and potential recovery of cultural resources. **Mitigation Measure TCR-2: Inadvertent Discovery of Cultural Resources.** In the event that previously unidentified cultural resources are unearthed during construction, the Qualified Archaeologist and the Tribal Monitor shall have the authority to temporarily divert and/or temporarily halt ground-disturbance operations in the area of discovery to allow for the evaluation of potentially significant cultural resources. Isolates and clearly non-significant deposits shall be minimally documented in the field and collected so the monitored grading can proceed. If a potentially significant cultural resource(s) is discovered, work shall stop within a 60-foot perimeter of the discovery and an	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. All work shall be diverted away from the vicinity of the find, so that the find can be evaluated by the Qualified Archaeologist and Tribal Monitor[s]. The Archaeologist shall notify the Lead Agency and consulting Tribe[s] of said discovery. The Qualified Archaeologist, in consultation with the Lead Agency, the consulting Tribe[s], and the Tribal Monitor, shall determine the significance of the discovered resource. A recommendation for the treatment and disposition of the Tribal Cultural Resource shall be made by the Qualified Archaeologist in consultation with the Tribe[s] and the Tribal Monitor[s] and be submitted to the Lead Agency for review and approval. Below are the possible treatments and dispositions of significant cultural resources in order of CEQA preference: A. Full avoidance. B. If avoidance is not feasible, Preservation in place. C. If Preservation in place is not feasible, all items shall be reburied in an area away from any future impacts and reside in a permanent conservation easement or Deed Restriction. D. If all other options are proven to be infeasible, data recovery through excavation and then curation in a Curation Facility that meets the Federal Curation Standards (CFR 79.1)	
Impact TCR-2: The Project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape,	**PPP TCR-1**. As listed previously. **PPP CUL-1: Human Remains.** As listed previously.	Potentially significant	**Mitigation Measure CUL-1 through CUL-3,** as listed previously. **Mitigation Measures TCR-1 through TCR-2,** as listed previously.	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				
Cumulative	**PPP TCR-1**. As listed previously. **PPP CUL-1: Human Remains.** As listed previously.	Potentially significant	**Mitigation Measure CUL-1**. As listed previously. **Mitigation Measures TCR-1 through TCR-2**. As listed previously.	Less than significant
5.16 Utilities and Service Systems				
Impact UT-1: The Project would not require or result in the relocation or construction of new water facilities, the construction or relocation of which could cause significant environmental effects.		Less than significant	None required	Less than significant
Impact UT-2: The Project would not have sufficient water supplies available to serve the Project and reasonably foreseeable development during normal, dry, and multiple dry years.		Less than significant	None required	Less than significant
Impact UT-3: The Project would not require or result in the construction of new or expanded wastewater facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects.		Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions, Plan, Program, Policy (PPP), or Project Design Feature (PDF)	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Impact UT-4: The Project would not 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.		Less than significant	None required	Less than significant
Impact UT-5: The Project would not 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.		Less than significant	None required	Less than significant
Impact UT-6: The Project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.		Less than significant	None required	Less than significant
Impact UT-7: The Project would comply with federal, state, and local statutes and regulations related to solid waste.		No impact	None required	No impact
Impact UT-8: The Project would not require or result in the relocation or construction of a new or expanded electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects.		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant

2. Introduction

This Draft Environmental Impact Report (EIR) evaluates the environmental effects that may result from the construction and operation of the proposed Project. This EIR has been prepared by the City of Hemet in its capacity as Lead Agency, as defined in Section 15367 of the California Environmental Quality Act (CEQA) Guidelines (14 California Code of Regulations Section 15000 et seq.) and in conformance with CEQA (Public Resources Code Section 21000 et seq.). This EIR has been prepared to identify, analyze, and mitigate the significant environmental effects of the proposed Project.

CEQA requires each EIR to reflect the independent judgment of the Lead Agency, including but not limited to the thresholds of significance used to analyze Project impacts, analyses and conclusions regarding the level of significance of impacts both before and after mitigation, the identification and application of mitigation measures to avoid or reduce Project-related impacts, and the consideration of alternatives to the proposed Project. In preparing this EIR, the applicant has employed CEQA and environmental technical specialists; however, the analyses and conclusions outlined in this EIR reflect the independent judgment of the City of Hemet as a Lead Agency.

2.1 PURPOSE OF AN EIR

CEQA requires that all State and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects. Pursuant to the provisions of CEQA Guidelines Section 15121(a), this EIR is intended as an informational document to inform public agency decision-makers and the general public of the significant environmental effects of the proposed Project, identify possible ways to avoid or minimize those significant effects and describe reasonable alternatives to the Project that might avoid or lessen significant environmental impact. Thus, this EIR is intended to aid the review and decision-making process.

The CEQA Guidelines provide the following information regarding the purpose of an EIR:

- **Project Information and Environmental Effects.** An EIR is an informational document that will inform public agency decision-makers and the public generally of the significant environmental effect(s) of a Project, identify possible ways to minimize the significant impacts, and describe reasonable alternatives to the Project. The public agency shall consider the information in the EIR and other information that may be presented to the agency (CEQA Guidelines Section 15121(a)).
- **Standards for Adequacy of an EIR.** An EIR should be prepared with sufficient analysis to enable decision-makers to make intelligent decisions that take into account environmental consequences. An evaluation of the environmental effects of a proposed Project need not be exhaustive. Still, the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not render an EIR inadequate; however, the EIR should summarize the main points of debate among the experts. The courts have looked not for perfection but for adequacy, completeness, and a reasonable faith effort at full disclosure (CEQA Guidelines Section 15151).

As a public disclosure document, the purpose of an EIR is not to recommend either approval or denial of a Project, but to provide information regarding the physical environmental changes that would result from an action being considered by a public agency to aid in the agency's decision-making process.

2.2 LEGAL AUTHORITY

This Draft EIR has been prepared in accordance with all CEQA criteria, standards, and procedures (California Public Resource Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15000 et seq.).

Under CEQA Section 21067 and the State CEQA Guidelines Article 4, Section 15367, the City of Hemet is the Lead Agency, under whose authority this Draft EIR has been prepared. "Lead Agency" refers to the public agency responsible for carrying out or approving a project. Serving as the Lead Agency and before taking action on any approvals for the Project, the City must: (1) ensure that this Draft EIR has been completed per CEQA; (2) review and consider the information contained in this Draft EIR as part of its decision-making process; (3) make a statement that this Draft EIR reflects the City's independent judgment; (4) ensure that all significant effects on the environment are eliminated or substantially lessened where feasible; and, if necessary, (5) make written findings for each unavoidable significant environmental effect stating the reasons why mitigation measures or Project alternatives identified in this Draft EIR are infeasible and citing the specific benefits of the proposed Project that outweigh its unavoidable adverse effects (State CEQA Guidelines Sections 15090 through 15093).

Pursuant to State CEQA Guidelines Sections 15040 through 15043, and upon completion of the CEQA review process, the City will have the legal authority to do any of the following:

- Approve the Project;
- Require feasible changes in any or all activities involved in the Project to substantially lessen or avoid significant effects on the environment;
- Approve the Project even though the Project will cause a significant effect on the environment if the City makes a fully informed and publicly disclosed decision that: (1) there is no feasible way to lessen the effect or avoid the significant effect and (2) expected benefits from the Project will outweigh significant environmental impacts of the Project; or
- Disapprove the Project, if necessary, to avoid one or more significant environmental effects that would occur if it were approved as proposed.

2.3 ENVIRONMENTAL REPORT PROCESS

A project-level analysis has been provided under State CEQA Guidelines Section 15161. This Draft EIR meets the content requirements outlined in the State CEQA Guidelines, Article 9, beginning with Section 15120.

2.3.1 Impacts Found to Be Potentially Significant

The City determined that an EIR should be prepared for the Hemet Logistics West Project. As a result, a Notice of Preparation (NOP) was prepared and circulated between May 29, 2024, and July 12, 2024, for the required 44-day review period. The purpose of the NOP was to solicit early comments from public agencies with expertise in subjects discussed in this Draft EIR. The NOP and written responses to the NOP are contained in Appendix A of this Draft EIR. The City of Hemet also held a scoping meeting for the Project to solicit oral and written comments from the public and public agencies. The public scoping meeting was held on June 13, 2024. Several comments were received during the scoping meeting. Topics requiring a detailed level of analysis evaluated in this Draft EIR have been identified based upon the responses to both the NOP and a review of the Project by the City of Hemet. The City determined through the initial review process that impacts related to the following topics are potentially significant and require a detailed level of analysis in this Draft EIR:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems

2.3.2 Impacts Found Not to Be Significant

CEQA Guidelines Section 15126.2(a) states that "[a]n EIR shall identify and focus on the significant effects on the environment." Topics determined not to be significant and, therefore, not discussed in detail in the Draft EIR were identified based on the responses to the NOP and a review of the Project by the City of Hemet. As further detailed in Section 7, *Effects Found Not Significant*, of this Draft EIR, the City determined through the initial review process that impacts related to the following topics are not potentially significant and are not required to be analyzed in this Draft EIR:

- Agriculture & Forestry Resources
- Mineral Resources
- Recreation
- Wildfire

CEQA Guidelines Section 15126.2(a) states that "[a]n EIR shall identify and focus on the significant effects on the environment." However, CEQA Guidelines Section 15128 requires that an EIR contain a statement briefly indicating why various possible effects of a Project were determined not to be significant and were therefore not discussed in detail in the EIR. Environmental area areas that the proposed Project would not potentially or significantly impact are included as Appendix A, *Initial Study, NOP, and NOP Comments*.

2.3.3 Notice of Preparation/Initial Study

As described above and under the requirements of CEQA, the City of Hemet, as the Lead Agency, prepared an NOP for the proposed Project (included as Appendix A), which was distributed on May 29, 2024, for a 44-day public review and comment period that ended on July 12, 2024. The NOP requested members of the public and public agencies to provide input on the scope and content of environmental impacts that should be included in the Draft EIR being prepared. Comments received on the NOP are included in Appendix A and summarized in Table 2-1, which also includes a reference to the Draft EIR section(s) in which issues raised in the comment letters are addressed. Issues and concerns raised during the NOP and Initial Study review period were considered during preparation of this Draft EIR and helped inform the scope, focus, and organization of the environmental analysis. In response to the level of public interest in the proposed Project, the Draft EIR has been prepared to provide clear discussion of the Project's potential environmental effects, applicable mitigation measures, and areas of identified significance in a manner intended to be accessible and understandable to both agencies and members of the public. Where appropriate, the Draft EIR identifies the specific sections in which topics raised during the NOP and Initial Study review process are evaluated and discussed.

Table 2-1: Summary of NOP/Initial Study Comment Letters

Comment Letter and Comment	Relevant Draft EIR Sections
State and Local Agencies	
Riverside County Airport Land Use Commission (ALUC), June 18, 2024	

Comment Letter and Comment	Relevant Draft EIR Sections
The comment was provided by the ALUC and stated that the proposed project is located within zones B2, C, and D of Hemet-Ryan AIA, and review by ALUC is only required if the project proposes a legislative action, such as a general plan amendment, change of zone, or specific plan amendment.	-
State of California Department of Justice (DOJ), June 11, 2024	
The California DOJ provided the comment and stated that to help lead agencies avoid, analyze, and mitigate warehouses' environmental impacts, the Attorney General Office's Bureau of Environmental Justice has published a document containing best practices and mitigation measures for warehouse projects. The comment provides the best practices as an attachment for consideration while drafting the DEIR.	5.2, Air Quality 5.10, Land Use and Planning
Southern California Gas Company, June 19, 2024	
The Southern California Gas Company provided the comment, stating that they do not have existing facilities in the area. The comment also provides the developer with contact information if new gas services will be needed prior to excavation/demolition activities.	-
Native American Heritage Commission (NAHC), May 29, 2024	
The NAHC provided the comment and recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed project to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. The comment also provides a summary of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.	5.15, Tribal Cultural Resources
California Department of Transportation (Caltrans), July 10, 2024	
Caltrans provided the comment and stated that the proposed Project must adhere to safety and noise compatibility policies defined in the Airport Land Use Compatibility Plan. The comment also states that the project site is located within the 60-65 decibel (dB) Community Noise Equivalent Level contour for the Hemet-Ryan Airport. Due to its proximity to the airport, the comment states that the Project site may be subject to aircraft overflights and subsequent aircraft-related noise impacts.	5.11, Noise
Organization Comments	
Mitchell Attorney at Law, May 28, 2024	
The comment letter, provided by Mitchell Attorney at Law, shows interest in the proposed Project's status and upcoming hearings.	-
San Antonio Winery, June 24, 2024	
A Real Estate Manager provided the comment letter for San Antonio Winery. The Comment brings up concerns over the proposed Project screening, setbacks, traffic, lights, noise, and truck circulation.	5.2, Air Quality 5.10, Land Use and Planning 5.11, Noise 5.14, Transportation
Silverstein Law, July 12, 2024	
This comment makes a Public Records Act request. This comment also requests that the land use compatibility analysis focus on compatibility with existing goals and policies rather than an analysis of whether the proposed Project is inconsistent with any goals or policies.	5.10, Land Use and Planning
Democrats of Hemet-San Jacinto, July 11, 2024	
The Democrats of Hemet-San Jacinto provided this comment and provides resolutions from a General Meeting on July 11, 2024. The resolutions include that the non-profit's stance is that the proposed Project would cause negative	5.2, Air Quality 5.11, Noise

Comment Letter and Comment	Relevant Draft EIR Sections
impacts on air quality, noise level, road congestion, and property values in the community.	5.14, Transportation
Santa Margarita Group of the Sierra Club, July 12, 2024	
The Santa Margarita Group of the Sierra Club provided the comment and expresses concerns over the proposed Project's location and potential environmental impacts. The following is a list of concerns raised by the comment letter as well as topics that the Group suggests be covered in the DEIR: impacts to sensitive populations; preparation of a Traffic Impact Analysis; air quality; stormwater filtration; separation of organic material from trash; bicycle commuters; tree cover; reflective surfaces to reduce heat; noise reduction measures; reducing the energy demand and associated GHG emissions; and groundwater subsidence. The comment provides suggestions for how the DEIR should address these concerns and includes California Attorney General best practices and the California Air Resources Board's (CARB) recommended air pollution emission reduction measures for warehouses and distribution centers as an attachment.	5.1, Aesthetics 5.2, Air Quality 5.5, Energy 5.6, Geology and Soils 5.7, Greenhouse Gas Emissions 5.9, Hydrology and Water Quality 5.11, Noise 5.14, Transportation 5.16, Utilities and Service Systems
Public Comments	
Barbara Nowell, May June 26, 2024	
A resident of the Lakes of Hemet West community provided this comment. The comment acknowledges the need for economic growth and development in the city; however, the comment states concerns over the proximity of the proposed Project to the residential community to the west. The comment brings up concerns over air pollution from operational activities, increased noise from vehicles and operational activities, light pollution, increased congestion and traffic delays, and obstruction of views within the residential community.	5.1, Aesthetics 5.2, Air Quality 5.11, Noise 5.14, Transportation
Becki Grass, June 26, 2024	
The President of the Lakes of Hemet West Homeowners Association provided this comment. The comment addresses concerns regarding impacts to residents homes including damage to the residents homes foundation from earth movement and vibration during the Project's construction.	5.11, Noise
Daniel Struve, June 26, 2024	
This comment was provided by Daniel C. Struve, Manager of Western States Mobile Homes Parks, LLC (WSMHP). The comment includes concerns regarding Community Commercial's current land use designation and compatibility with the proposed Project's land use change to Business Park. Additional concerns include increased traffic, road degradation, health, and safety to residents at the Lakes Community.	5.2, Air Quality 5.3, Biological Resources 5.7, Greenhouse Gas Emissions 5.10, Land Use and Planning 5.12, Population and Housing 5.14, Transportation
D.C. Hoop, June 19, 2024	
This comment was provided by D.C Hoop and expresses concern regarding the existing tree stand in the northwestern portion of the Project site. The comment states the oak trees are EPA protected and expresses the concern to preserve them.	5.3, Biological Resources
Judy Rice, June 13, 2024	
This comment was provided by a resident within the Lakes of Hemet West community. The comment expresses concern over buildings standards in regard to earthquake proofing.	5.6, Geology and Soils
Karen Howard, June 10, 2024	
Karen Howard, a citizen of The Lakes at Hemet West, provided this comment. The comment discusses air pollution and noise for the residents within the	5.2, Air Quality 5.11, Noise

Comment Letter and Comment	Relevant Draft EIR Sections
senior mobile home community at The Lakes at Hemet West. Additionally, the comment discusses concerns in regard to traffic, road degradation, and safety hazards as a result of trucks utilizing the roads to access the proposed Project site.	5.14, Transportation
Kim Watson, June 13, 2024	
Kim Watson, a resident of Hemet, provided this comment. The comment expresses concern over road degradation, traffic and congestion, and lack of infrastructure to support the proposed Project use. Additionally, the comment discusses concerns over noise and air pollution.	5.2, Air Quality 5.11, Noise 5.14, Transportation
Margaret Hennesy, June 24, 2024	
Margaret Hennessy, a resident of Hemet, provided this comment expressing concern over noise, air quality, and traffic.	5.2, Air Quality 5.11, Noise 5.14, Transportation
Micheline Carver, June 25, 2024	
A resident of Hemet provided this comment. The comment addresses concerns over traffic congestion, noise, and air quality.	5.2, Air Quality 5.11, Noise 5.14, Transportation
Mike McCarthy, June 24, 2024	
This comment letter was provided by a member of a grassroots community group called Riverside Neighbors Opposing Warehouses (RNOW). The comment addresses several concerns, including conformance with the CA Office of Attorney General Warehouse Projects: Best Practices and Mitigation Measures, land use compatibility, parking and infrastructure variances, air quality, health risks, greenhouse gas emissions, noise, transportation, and population and housing.	5.2, Air Quality 5.7, Greenhouse Gas Emissions 5.10, Land Use and Planning 5.11, Noise 5.12, Population and Housing 5.14, Transportation
Robert Snyder, June 7, 2024	
A resident of Hemet provided this comment letter. The comment addresses noise and air quality concerns from the proposed Project's operations. Additionally, the comment expresses concerns over road degradation and traffic as a result from trucks traveling to the Project site as well as the proposed Project compatibility with the existing land uses.	5.2, Air Quality 5.10, Land Use and Planning 5.11, Noise 5.14, Transportation
SPC178, June 13, 2024	
The comment was provided by a City of Hemet resident. The comment discusses concerns regarding the trees' stand in the northwestern portion of the Project site.	5.3, Biological Resources
Teresa Serventi, June 6, 2024	
A resident of The Lakes of Hemet West community provided this comment. The comment addresses noise, air quality, and safety concerns due to implementation of the proposed Project. The comment discusses benefits of development and presents concerns over proper screening and development standards to preserve safety to residents and the community.	5.2, Air Quality 5.10, Land Use and Planning 5.11, Noise 5.14, Transportation
William Wright, June 13, 2024	
The comment was provided by a resident who does not have any concerns over the proposed Project; however, they do acknowledge that it will create jobs for residents.	-
Barbra Wright, June 19, 2024	
This comment was provided by a resident of the City of Hemet and states concerns on how the proposed Project would address congestion and traffic on Florida Avenue and West Acacia Avenue.	5.14, Transportation

Comment Letter and Comment	Relevant Draft EIR Sections
Germina Demers, June 24, 2024	
A resident at The Lakes of Hemet West provided this comment. The comment asks how and whom to contact for clarification on the approval process and further questions on the proposed Project. The comment does not discuss any specific concerns regarding the proposed Project or DEIR.	-
Abigail Smith (On behalf of the Sierra Club), June 24, 2024	
The comment states that the DEIR should incorporate mitigation measures for air quality and include reduction measures for vehicle miles traveled.	5.2, Air Quality 5.14, Transportation
Roy Fales, July 4, 2024	
The comment was provided by a resident at The Lakes of Hemet West. The comment states concern over constant noise, airborne soil interruption, and diesel exhaust negatively affecting many of the informed residents located in the commentor community. The comment also states concerns over the length of the proposed construction, the amount of soil to be moved, and the proximity to a residential community.	5.2, Air Quality 5.14, Transportation 5.11, Noise 5.6, Geology and Soils
James Taylor, Date Unavailable	
The comment was provided by a resident of the City of Hemet. The comment sites concern over the proposed building setback and potential environmental impacts to the residential community west of the proposed Project. The commentor suggests moving the Project site.	5.2, Air Quality 5.11, Noise 5.14, Transportation
William Wright (2), July 12, 2024	
The comment was provided by a resident who does not have any concerns over the proposed Project; however, they do acknowledge that it will create jobs for residents.	-
Karen Howard (2), June 14, 2024	
The comment was provided by a resident at The Lakes of Hemet West. The commentor requests that the DEIR consider mitigating the influx of rodents, both during construction and after the buildings are occupied. Additionally, the comment requests that potential increase in ambient air temperature due to such a large area covered by blacktop and buildings be discussed.	5.3, Biological Resources 5.7, Greenhouse Gas Emissions 5.8, Hazards and Hazardous Materials
Roy Fales (2), July 9, 2024	
The comment was provided by a resident at The Lakes of Hemet West. The comment offers sections for Hemet's outdated General Plan, including reasons that the City of Hemet will be violating State and federal laws if this project is approved to be built within feet of The Lakes at Hemet West 55+ Retirement Community.	5.2, Air Quality 5.7, Greenhouse Gas Emissions 5.14, Transportation
Sally Lutgerding, June 13, 2024	
The comment was provided by provided by a resident at The Lakes of Hemet West and states concerns regarding how detrimental the proposed Project would be to the residential community. The comment states concern over air quality from increased traffic, increased noise, traffic congestion, blocking of views from residents to Mount San Jacinto, decreased property values, and proposed drainage characteristics.	5.1, Aesthetics 5.2, Air Quality 5.11, Noise 5.14, Transportation
Becki Grass (2), July 11, 2024	
A resident of the Lakes of Hemet West community provided this comment. The comment acknowledges the need for economic growth and development in the city; however, the comment states concern over the proximity of the proposed Project to the residential community to the west. The comment	5.2, Air Quality 5.3, Biological Resources 5.6, Geology and Soils 5.7, Greenhouse Gas Emissions

Comment Letter and Comment	Relevant Draft EIR Sections
provides an overview of concerns to be addressed in the DEIR throughout 12 CEQA Appendix G topic areas, as outlined in the following column. The comment also provides proposed mitigation (when feasible) to reduce potential impacts. Specifically, the comment is concerned over the proposed Project's location and the proposed GPA and zone change.	5.8, Hazards and Hazardous Materials 5.9, Hydrology and Water Quality 5.10, Land Use and Planning 5.11, Noise 5.12, Population and Housing 5.13, Public Services 5.14 Transportation 5.16, Utilities and Service Systems
D.C. Hoop (2), July 9, 2024	
The comment was provided by a resident of the City of Hemet. The comment states concern over the existing stand of trees located in the northwest corner of the Project site being of protective status. The commentator is concerned with whether trees will be cut or relocated.	5.3, Biological Resources
Margaret Hennesy (2), June 13, 2024	
The comment was provided during the Scoping Meeting on June 13, 2024. The comment states concern over diesel fumes, noise from proposed truck trailer activities, and increased traffic. Additionally, the comment states concern over the stand of trees in the northwestern portion of the Project site being removed.	5.2, Air Quality 5.3, Biological Resources 5.11, Noise
Kathy Schmitt, June 13, 2024	
The comment was provided during the Scoping Meeting on June 13, 2024. The comment states that the Project site is located several miles from any major highway or freeway and that access and egress near the site is already impacted. Specifically, the comment is concerned with air quality and roadway infrastructure impacts.	5.2, Air Quality 5.14 Transportation
David Robinson, July 1, 2024	
A resident of the Lakes of Hemet West community provided this comment. The comment states concern over traffic congestion, impeded emergency services, and 24/7 noise. In addition, the comment states that many residents suffer from COPD, asthma, and other maladies and are worried that poor air quality from truck emissions will further affect their health.	5.2, Air Quality 5.13, Public Services 5.14 Transportation
Terry Speer (2), July 11, 2024	
The comment states opposition to the development of the proposed Project.	-
Terry Speer, July 7, 2024	
The comment states opposition to the development of the proposed Project. The commentor states that the proposed Project is not compatible with surrounding land uses.	5.10, Land Use and Planning
Joseph Hennesy, June 13, 2024	
The comment was provided during the Scoping Meeting on June 13, 2024. The comment states concern over noise and diesel emissions from implementing the proposed Project adjacent to a residential community.	5.2, Air Quality 5.11, Noise
George Hague, July 12, 2024	
The comment provides exerts from the California Attorney Generals "Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act." The comment states that these best practices should be used during the development of the Project's Draft EIR and fully analyzed.	5.2, Air Quality

2.3.4 Public Scoping Meeting

According to Section 15082(c)(1) of the CEQA Guidelines, the City of Hemet hosted a public scoping meeting for members of the public and public agencies to provide input as to the scope and content of the environmental information and analysis to be included in the Draft EIR for the proposed Project. The scoping meeting was held on June 13, 2024, at 6:00 p.m. at the Hemet Public Library Conference Room. In addition, the applicant hosted a community meeting for the Lakes of Hemet West Community. The intent of the community meeting was to gain input from the community as to the scope and content of the environmental information and analysis to be included in the Draft EIR for the proposed Project, foster better community understanding and information of the surrounding area, and to provide more specific information regarding the proposed Project. The community meeting was held on June 10, 2025, at 6:00 p.m. at the Lakes at Hemet West located at 5001 W. Florida Ave. Hemet.

2.3.5 Public Review of the Draft EIR

The City of Hemet filed a Notice of Completion with the Governor's Office of Planning and Research, State Clearinghouse, indicating that this Draft EIR has been completed and is available for review. A Notice of Availability of the Draft EIR was published concurrently with the distribution of this document. The Draft EIR is being circulated for review and comment by the public and other interested parties, agencies and organizations for 45 days per Section 15087 and Section 15105 of the CEQA Guidelines. During the 45-day review period, the Draft EIR is available for public review digitally on the City's website: (https://www.hemetca.gov/797/Environmental-Documents)

Written comments related to environmental issues in the Draft EIR should be addressed to:

Monique Alaniz-Flejter, Community Development Director
445 East Florida Avenue
Hemet, CA 92543
Phone: (951) 765 2370
Email: MFlejter@hemetca.gov

2.3.6 Final EIR

After the 45-day review period is completed, written responses to all comments related to the environmental issues in the Draft EIR will be prepared and incorporated into a Final EIR. The written responses to comments will be made available at least 10 days prior to the public hearing at which the certification of the Final EIR will be considered. These comments and their responses will be included in the Final EIR for consideration by the City, as well as other responsible agencies per CEQA. The Final EIR may also contain corrections and additions to the Draft EIR, as well as other information relevant to the environmental issues associated with the Project. The Final EIR will be available for public review before its certification by the City. Notice of the availability of the Final EIR will be sent to all who commented on the Draft EIR.

2.4 ORGANIZATION OF THIS DRAFT EIR

The Draft EIR is organized into the following sections. To help the reader locate information of interest, a brief summary of the contents of each section of this Draft EIR is provided.

- **Section 1, Executive Summary:** This section provides a brief summary of the Project area, the proposed Project, and alternatives to the proposed Project. It also summarizes environmental impacts and mitigation measures, applicable Project Design Features, applicable regulations and regulatory

requirements, and the level of significance after the implementation of mitigation measures. The level of significance after implementation of the proposed mitigation measures will be characterized as either less than significant or significant and unavoidable.

- **Section 2, Introduction:** This section provides an overview of the purpose and use of the EIR, the scope of this Draft EIR, a summary of the legal authority for the Draft EIR, a summary of the environmental review process, and the general format of the document.
- **Section 3, Project Description:** This section provides a detailed description of the Project, its objectives, and a list of Project-related discretionary actions.
- **Section 4, Environmental Setting:** This section discusses the existing conditions within the Project area.
- **Section 5, Environmental Impact Analysis:** This section includes a summary of the existing statutes, ordinances, and regulations that apply to the environmental impact area being discussed; the analysis of the Project's direct and indirect environmental impacts on the environment, including potential cumulative impacts that could result from the Project; any applicable Project Design Features (PDFs), standard conditions, and Plans, Programs, and Policies (PPPs) that could reduce potential impacts; and the feasible mitigation measures that would reduce or eliminate any significant adverse impacts identified. Impacts that cannot be mitigated to less than significant are identified as significant and unavoidable.
- **Section 6, Other CEQA Considerations:** This section summarizes the significant and unavoidable impacts that would occur from the implementation of the Project and provides a summary of the environmental effects of the implementation of the Project that were found not to be significant. It also discusses various CEQA-mandated considerations, including growth-inducing impacts and the identification of significant irreversible changes that would occur from the implementation of the Project. In addition, this section discusses impacts found not to be significant.
- **Section 7, Effects Found Not Significant:** This section summarizes the potential environmental effects related to the Project that were determined not to be significant during preparation of this EIR.
- **Section 8, Alternatives:** This section describes and analyzes a reasonable range of alternatives to the Project. The CEQA-mandated No Project Alternative and alternatives that would reduce one or more significant effects of the proposed Project are included. As required by the CEQA Guidelines, the environmentally superior alternative is also identified.
- **Section 9, EIR Preparers and Persons Contacted:** This section lists authors of the Draft EIR and City staff that assisted with preparing and reviewing this document. This section also lists other individuals and/or organizations contacted for information included in this Draft EIR document.

2.4.1 Reader's Guide and Public Participation

This Draft EIR has been organized to assist agencies, decision makers, and members of the public in understanding the proposed Project, the environmental analysis conducted, and the basis for the conclusions reached in this document. Readers are encouraged to review Section 1.0, *Executive Summary*, which provides an overview of the proposed Project, applicable thresholds of significance, impact determinations, and proposed mitigation measures.

In response to issues raised during the NOP review process and ongoing public outreach, the Draft EIR also includes discussion of areas of controversy and public concern, where applicable. These discussions are intended to provide additional context, transparency, and explanation regarding the assumptions, analytical approaches, and conclusions contained in the Draft EIR.

2.5 INCORPORATION BY REFERENCE

State CEQA Guidelines Section 15150 allows for the incorporation "by reference all or portions of another document…[and is] most appropriate for including long, descriptive, or technical materials that provide general background but do not contribute directly to the analysis of a problem at hand." The purpose of incorporation by reference is to assist the Lead Agency in limiting the length of this Draft EIR. Where this EIR incorporates a document by reference, the document is identified in the body of the Draft EIR, citing the appropriate section(s) of the incorporated document and describing the relationship between the incorporated part of the referenced document and this Draft EIR.

The Project is within the geographical limits of the City of Hemet and is covered by its General Plan. The General Plan was adopted on January 24, 2012, and provides the fundamental basis for the City's land use and development policies. The General Plan was the subject of an environmental review under CEQA, and a Final EIR for the General Plan was certified by the City in 2012 (State Clearinghouse Number 2010061088). The Draft EIR contains information relevant to the Project. Accordingly, the Draft EIR for the General Plan is herein incorporated by reference per State CEQA Guidelines Section 15150. The General Plan and related EIR documents are available online at https://www.hemetca.gov/444/Final-Environmental-Impact-Report and in person at the City of Hemet Planning Division at 445 E. Florida Avenue, Hemet, CA 92543.

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3. Project Description

3.1 PROJECT LOCATION

The Project site is located within the western portion of Riverside County in the City of Hemet, southwest of the intersection of West Acacia Avenue and Cawston Avenue North. Regional access to the Project site is provided via State Route 74 (SR-74), SR-79, and Interstate 215 (I-215). Local access to the site is provided from West Acacia Avenue. The Project site and surrounding area are shown in Figure 3-1, *Regional Location*, and Figure 3-2, *Local Vicinity*.

3.2 PROJECT BACKGROUND

The Project site encompasses approximately 60.86 acres and comprises one parcel identified as Assessor's Parcel Number (APN) 456-010-025. The site consists of vacant, undeveloped land that is flat and primarily barren, with non-native grassland, weeds, and sparse trees found along the northwestern boundary of the site. A small gravel parking lot in the northeast corner of the site connects to a dirt access road along the eastern site boundary. The Project site's existing conditions are shown in Figure 3-3, *Aerial View*, and Figure 3-4, *Existing Site Photos*. The existing land uses and conditions of the Project site are further described in Section 4.0, *Environmental Setting*.

3.2.1 Existing Land Use and Zoning

The northern portion of the Project site has a General Plan land use designation of Community Commercial (C-C), and the southern portion has a land use designation of Business Park (B-P). The C-C designation provides for general retail, markets, commercial services, restaurants, lodging, commercial recreation, professional offices, and financial institutions. The B-P designation provides for single and multi-tenant light industrial, flex office, and office use. The existing land use designations are shown in Figure 3-5, *Existing Land Use*.

According to the City's Zoning Map, the 36.96-acre southern portion of the Project site is zoned B-P. The B-P designation allows for industrial and related uses, including warehousing/distribution, assembly and light manufacturing, repair facilities, and business parks, including corporate offices developed at a maximum Floor Area Ratio (FAR) of 0.6. The approximately 23.9-acre northern portion of the site is zoned General Commercial (C-2). The C-2 designation allows for the development of commercial districts with a wide range of offices, services, retail stores, recreation, and transient accommodations, with a maximum Floor Area Ratio (FAR) of 0.4. The existing zoning designations are shown in Figure 3-6, *Existing Zoning*.

The proposed Project is also located within the Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP) area overseen by the Riverside County Airport Land Use Commission (ALUC). The Project site is divided into three compatibility zones within the ALUCP. Approximately 38.3 acres within the northern portion of the site are designated as Runway Buffer Area Zone (Zone D). Approximately 15.2 acres within the southeastern portion of the site are designated as an Extended Approach/Departure Zone (Zone C). In addition, a 7.3-acre area in the southwest corner of the site is designated as Adjacent to Runway Zone (Zone B-2). The existing ALUCP zoning designations are shown in Figure 3-7, *Airport Land Use Plan*.

3.2.2 Surrounding General Plan and Zoning Designations

The Project site is located within an area that is predominantly developed and has a variety of land uses surrounding the Project site. The surrounding land uses are described in Table 3-1.

Table 3-1: Surrounding Existing Land Use, and Zoning Designations

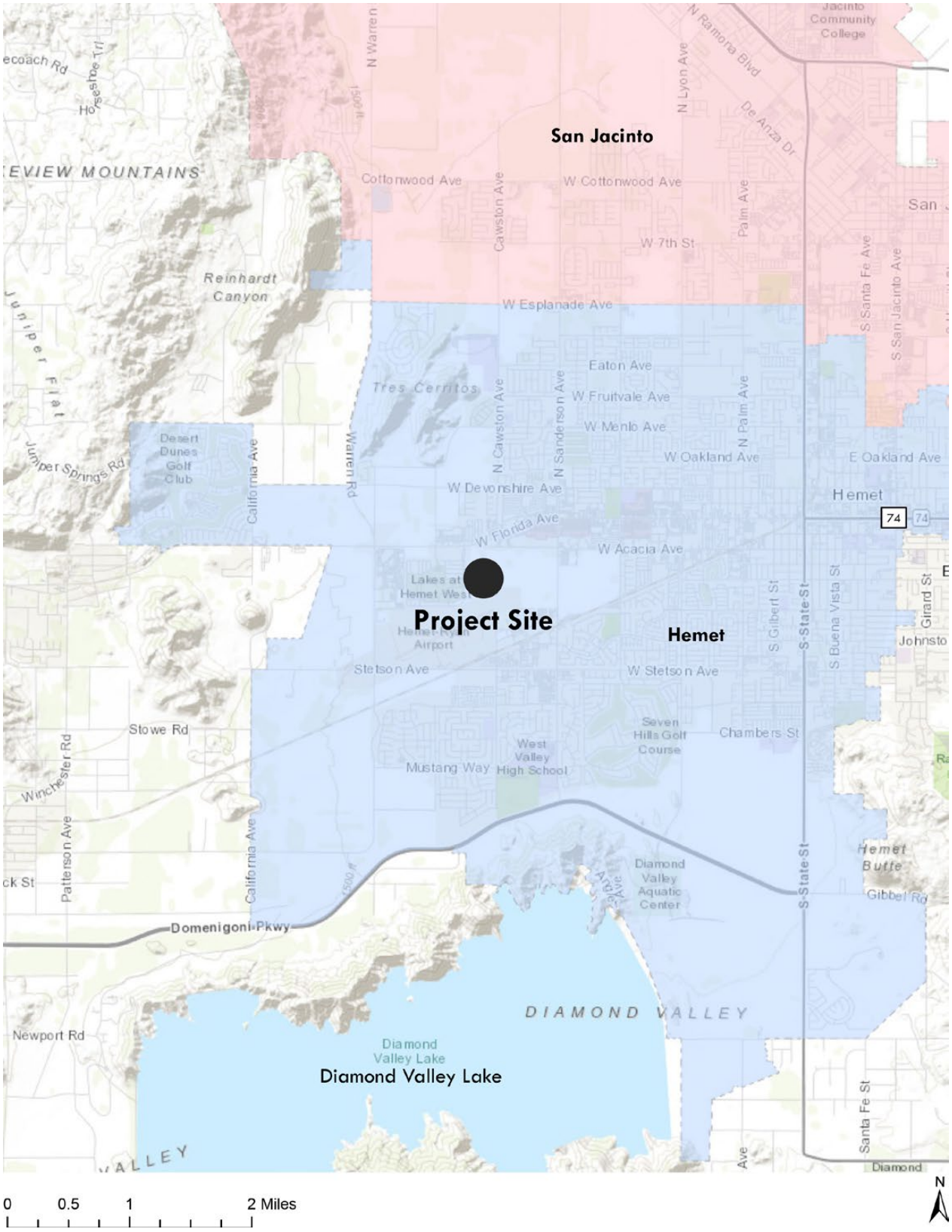
	Existing Land Use	General Plan Designation	Zoning Designation
North	Shopping center, mobile home park, and auto center (VIP Autos)	Community Commercial (CC), Low Medium Density Residential (LMDR)	General Commercial (C-2), Low Density Multiple Family (R-2)
West	Mobile home park (The Lakes at Hemet West)	Low Density Residential (LDR)	Single-Family (R-1-7.2)
South	Hemet-Ryan Airport and undeveloped land	Airport (ARPT)	Heavy Manufacturing (M-2)
East	Solar photovoltaic farm and undeveloped land	Business Park (BP), Airport (ARPT)	Limited Manufacturing (M-1), General Manufacturing (M-2)

3.3 PROJECT OBJECTIVES

The Project site plan has been designed to meet a series of Project-specific objectives that have been carefully crafted to aid decision-makers in their review of the Project and its associated environmental impacts. The primary purpose and goal of the Project is to develop an underutilized property with one built-to-suit (BTS) warehouse building and three speculative distribution warehouses for the site to serve as an employment-generating use to help grow the economy in the City of Hemet. The Project's objectives include the following:

1. To efficiently use an underutilized property in the City of Hemet by adding to its potential for employment-generating uses.
2. To attract new business and employment to the City of Hemet and promote economic growth.
3. To create new jobs to reduce the need for local workforce members to commute outside the Project vicinity to work.
4. To increase temporary and permanent employment opportunities while improving the local balance of housing and jobs.
5. To develop an underutilized property near State Route 74 and Interstate 215 that has access to available infrastructure, including roads and utilities, to accommodate the growing need for goods movement within the city and region.
6. To develop an underutilized property in west Hemet that is similar to and compatible with other developments that were recently built, approved for construction, or proposed in west Hemet.
7. Develop a project that treats surface and stormwater flows without contributing to the degradation of surface and groundwater quality.

Regional Location

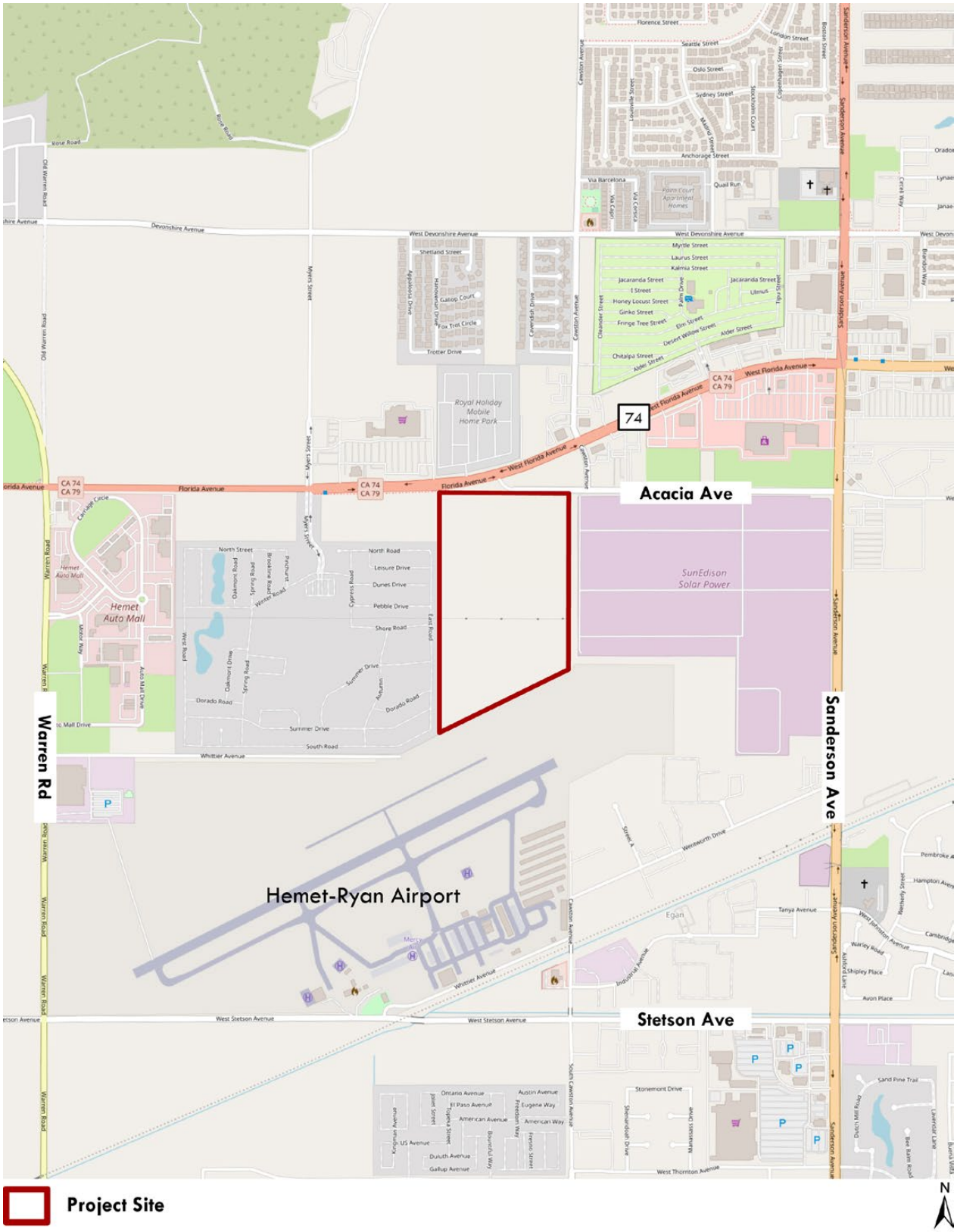


Hemet Logictics West
City of Hemet

Figure 3-1

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Local Vicinity



Hemet Logictics West
City of Hemet

Figure 3-2

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Aerial View



Hemet Logictics West
City of Hemet

Figure 3-3

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Site Photos



View of the site from the northwestern corner on Hwy 74 (Florida Ave).



Northeast corner on Acacia Ave.

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3.4 PROJECT CHARACTERISTICS

"Project," as defined by the State CEQA Guidelines, means "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment" and that includes "an activity directly undertaken by any public agency including but not limited to public works construction and related activities clearing or grading of land, improvements to existing public structures, enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof according to Government Code Sections 65100–65700" (14 Cal. Code of Reg. § 15378(a)).

The proposed Project analyzed in this Draft Environmental Impact Report (EIR) would be developed in one phase and constructed over approximately 14 months. Compared to the existing conditions, the Draft EIR analyzes buildout at a project level of detail, based upon entitlement applications being considered by the City of Hemet.

3.4.1 Project Overview

The Project applicant is proposing to subdivide the 60.86 gross acre site (2,650,915 square feet [SF]) into four parcels, each to be developed with an industrial warehouse building, resulting in four industrial warehouse buildings with a combined gross floor area of approximately 1,101,894 SF and a total gross building area of 1,129,894 SF. The proposed Project would include associated parking, infrastructure, and landscape improvements corresponding with each building. Additionally, an infiltration basin is proposed along the northwestern Project boundary. Figure 3-8, *Conceptual Site Plan,* illustrates the proposed site plan.

Tentative Parcel Map

The Project applicant proposes to subdivide the existing parcel into four separate parcels. Parcel 1, the largest proposed, would span 36.87 acres and be located in the northern portion of the Project site adjacent to West Acacia Avenue. The remaining three parcels would be situated in the southern portion of the site: Parcel 2 would be located in the southwest, covering 11.46 acres; Parcel 3 would be located in the south-central area, covering 7.42 acres; and Parcel 4 would be located in the southeast area, covering 5.11 acres.

Zone Change and General Plan Amendment (GPA)

The Project applicant proposes a zone change for the site's northern portion, shifting its zoning designation from C-2 to B-P. The southern portion of the site, already zoned B-P, would remain unchanged. This zone change aims to create a uniform zoning designation across the entire Project site, addressing the current split zoning of the parcel.

The zone change would also necessitate a General Plan Amendment (GPA) to the City of Hemet's General Plan Land Use map, re-designating the existing land use in the northern portion of the project site from C-C to B-P. The proposed zone change is shown in Figure 3-9, *Proposed Zoning,* and the proposed land use designation is shown in Figure 3-10, *Proposed Land Use* .

Additionally, the proposed Project includes a GPA to the City's Roadway Circulation Master Plan to vacate Whittier Avenue along the southern property line. In coordination with the City of Hemet, Whittier Avenue would be vacated along the project frontage and terminate at the extended Cawston Avenue. Specifically, the segment of Whitter Avenue between Cawston Avenue and Warren Road would be removed. This request is driven by the infeasibility of completing Whittier Avenue in that section, as multiple easements would be required.

3.4.2 Project Features

Building and Architecture

The proposed Project would construct a new industrial warehouse facility consisting of four separate one-story buildings, providing a total gross building area of 1,129,894 SF. Of the total building area, 1,073,894 SF would be utilized as warehouse space and 56,000 SF as office space (Table 3-2, *Building Data Summary*). Each building would be one story tall and would be used as a distribution warehouse with ancillary office space, including mezzanine office space. Building 1 would have a maximum height of 51 feet and 6 inches, whereas the other three would have a maximum height of 42 feet. The proposed buildings would be setback from the surrounding land uses. The front building setback for the Project would be approximately 229 feet from the West Acacia Avenue right-of-way (ROW) to Building 1; 92 feet from the proposed Cawston Avenue ROW to Building 4; 147 feet and 7 inches from the western shared property line with residences to Building 4; and 61 feet from the shared property line with vacant land to the south, as shown in Figure 3-8, *Conceptual Site Plan*.

As shown in Figure 3-11a through Figure 3-11d, *Conceptual Elevations*, and as shown in Figure 3-12a through Figure 3.12c, *Conceptual Renderings*, the proposed Project's landscaping, building layout, finish materials, and accenting on the Project site would create a quality architectural presence along West Acacia Avenue, and other viewpoints. The proposed buildings would be constructed with painted concrete in shades of beige and tan, complemented by accents of grey, brown, and wood finishes. The windows would feature brown-tempered glass and brown-tempered spandrel glass backed by concrete. A summary of each proposed building is provided in Table 3-2 below.

Table 3-2: Building Data Summary

	Building 1	Building 2	Building 3	Building 4	Total
Site Area	1,605,874 SF (36.87 ac)	499,129 SF (11.46 ac)	323,349 SF (7.42 ac)	222,565 SF (5.11 ac)	2,650,915 SF (60.86 ac)
Total Building Area	Warehouse: 686,224 SF Office: 20,000 SF	Warehouse: 172,443 SF Office: 20,000 SF	Warehouse: 136,176 SF Office: 8,000 SF	Warehouse: 79,051 SF Office: 8,000 SF	Warehouse: 1,073,894 SF Office: 56,000 SF Total: 1,129,894 SF
1st Floor Building Area	Warehouse: 686,224 SF Office: 10,000 SF	Warehouse: 172,443 SF Office: 10,000 SF	Warehouse: 136,176 SF Office: 4,000 SF	Warehouse: 79,051 SF Office: 4,000 SF	Warehouse: 1,073,894 SF Office: 28,000 SF Total: 1,101,894
2nd Floor Building Area	Office: 10,000 SF	Office: 10,000 SF	Office: 4,000 SF	Office: 4,000 SF	Office: 28,000 SF
FAR	0.44	0.39	0.45	0.39	0.43
Clear Height	42 ft	32 ft	32 ft	32 ft	N/A
Building Height	51 ft 6 in	42 ft	42 ft	42 ft	N/A

Notes: FAR = floor area ratio; SF = square feet; ac = acres; ft = feet; in = inches

Building 1

Building 1, proposed on the proposed 37.99-acre Parcel 1, would be the largest of the four buildings and would be utilized as a distribution and fulfillment center with additional space for a showroom. Building 1 would feature a total area of 706,224 SF, including 686,224 SF of warehouse space, 10,000 SF of ground-floor office space, and 10,000 SF of mezzanine office space. Building 1 would have an FAR of 0.43 and a clear height of 42 feet.

Building 2

Building 2 is proposed on the proposed 11.46-acre Parcel 2. The total building area would be 192,443 SF, including 172,443 SF of warehouse space, 10,000 SF of ground-floor office space, and 10,000 SF of mezzanine office space. Building 2 would have an FAR of 0.39 and a clear height of 32 feet.

Building 3

Building 3 is proposed on Parcel 3, which spans 7.42 acres. The total building area would be 144,176 SF, including 136,176 SF of warehouse space, 4,000 SF of ground-floor office space, and 4,000 SF of mezzanine office space. Building 3 would have an FAR of 0.45 and a clear height of 32 feet.

Building 4

Building 4 is proposed on Parcel 4, which spans 5.36 acres. The total building area would be 87,051 SF, including 79,051 SF of warehouse space, 4,000 SF of ground-floor office space, and 4,000 SF of mezzanine office space. Building 4 would have an FAR of 0.39 and a clear height of 32 feet.

Parking

The proposed Project would provide 793 standard parking stalls, 23 accessible standard parking stalls, 13 accessible van parking stalls, and 312 electric vehicle parking stalls, of which 62 stalls would be equipped with active EV charging stations at the time of Project buildout. The remaining 250 stalls would be conduit-ready and reserved for future EV charging infrastructure. Table 3-3, *Parking Summary*, provides an overview of the Project's proposed parking. For the parking layout, refer to Figure 3-8, Conceptual Site Plan.

Table 3-3: Parking Summary

Parking Type	Building 1	Building 2	Building 3	Building 4	Total
Standard Stalls	446	138	109	100	793
Accessible Standard Stalls	12	4	3	4	23
Accessible Van Stalls	4	4	3	2	13
Electric Vehicle Stalls	179	56	39	38	312
Total	**641**	**202**	**154**	**144**	**1141**
Trailer Parking	210	0	0	0	210

Building 1

Building 1 would provide 446 standard parking stalls, 12 accessible standard parking stalls, four accessible van parking stalls, and 179 electric vehicle parking stalls. It would also include 94 dock doors, 47 on the

west side and 47 on the east side. Additionally, it would consist of 210 trailer parking stalls on the west and east sides of the building.

Building 2

Building 2 would provide 138 standard parking stalls, four accessible standard parking stalls, four accessible van parking stalls, and 56 electric vehicle parking stalls. It would also have 58 doors on the east side of the building.

Building 3

Building 3 would provide 109 standard parking stalls, three accessible standard parking stalls, three accessible van parking stalls, and 39 electric vehicle parking stalls. It would also have 39 dock doors on the west side of the building.

Building 4

Building 4 would provide 100 standard parking stalls, four accessible standard parking stalls, two accessible van parking stalls, and 38 electric vehicle parking stalls. It would also have 18 dock doors on the west side of the building.

Landscaping, Fencing, and Walls

The proposed Project would dedicate approximately 530,184 SF (12.17 acres), 20 percent of the total Project site, to landscaping, as shown in Figure 3-13, C*onceptual Landscaping Plan*. The proposed landscaping would include 24-inch box trees, 36-inch box trees, 46-inch box trees, 15-gallon trees, various shrubs, and accent groundcovers. Landscaping would be drought tolerant and would screen the proposed building, infiltration/detention basin, parking, and loading areas from off-site viewpoints. The proposed landscaping would extend around the perimeter of all four buildings and between the parking areas. Specifically, a landscape buffer and setback of minimum 88 feet is proposed along the entire western property line. The proposed landscape buffer would include a berm with a slope ratio of 3:1 and a mix of mature ornamental trees, shrubs, and groundcover.

A 14-foot-high decorative solid screen wall is proposed to enclose the trailer parking stalls and dock doors located on the west side of Building 1, positioned just east of the proposed landscape buffer. An 8-foot-high decorative metal fence is also proposed between Buildings 2, 3, and 4, as well as around the entire perimeter of the entire Project site. A five-foot-high screen wall surrounding the parking stall locations west of Building 2 is also proposed, positioned just east of the proposed landscape buffer. For the wall and fence locations, refer to Figure 3-14, C*onceptual Wall and Fence Plan*.

Light emanating from the proposed Project would be consistent with Hemet Municipal Code Section 90-1046, which requires that light be shielded and directed downward away from nearby residential zones and contained within the boundaries of the Project site. The proposed Project would include wall-mounted exterior lighting on the north, south, east, and west lengths of each building. Additionally, exterior lighting would be provided via pole-mounted lighting around the entire perimeter of the Project site and throughout the proposed parking and trailer stalls. No streetlights are proposed along the sidewalk on West Acacia Avenue.

The proposed Project would include a monument sign with electrical conduits west of the proposed driveway on West Acacia Avenue. The proposed signage would comply with Section 90-1271 of the Hemet Municipal Code, which requires permanent signs within manufacturing zones.

Access and Circulation

Access to the proposed Project would be provided via four new driveways: one on West Acacia Avenue and three on Cawston Avenue, as shown in Figure 3-8, *Conceptual Site Plan*. The driveway from West Acacia Avenue would be 26 feet wide and limited to passenger vehicles only. The northernmost driveway from Cawston Avenue would be 40 feet and 2 inches wide, while the two southern driveways would be 40 feet wide. The driveways from Cawston Avenue would provide access for trucks and passenger vehicles. Ingress to the driveways located on Cawston Avenue would only be provided via right turns, and egress would be provided via left turns. On-site signage would be installed to clearly indicate and enforce the designated turning movements.

The proposed Project would also include a 26-foot-wide fire access lane that would circulate throughout the Project site for emergency vehicle access. Internal circulation would be available through several drive aisles between and around buildings. Access to trailer stalls and loading dock areas would be controlled by using 8-foot-tall vehicular rolling gates with a Knox padlock that would be manually operated.

Regional access to the Project site for trucks provided by SR-74 and SR-79, which are designated as truck routes in the City of Hemet Circulation Element. Section 78-61 of the Hemet Municipal Code also designates routes for vehicles over 14,000 pounds. Direct access routes to the Project site for trucks would include SR-74 to Florida Avenue and then West Acacia Avenue. Another truck route would follow SR-79 to Esplanade Avenue, continues onto Warren Road, then Florida Avenue, and finally West Acacia Avenue. Proposed truck circulation to and from the Project site is shown in Figure 3-15, *Truck Route*.

Energy and Communications Utilities

Regulated electrical and communication utilities would be extended to the site from existing facilities along West Acacia Avenue.

Water and Sewer

The proposed Project would install a 2-inch domestic water line and a 12-inch fire water line on-site to connect to the existing 12-inch diameter water line in West Acacia Avenue. Additionally, the proposed Project would install an on-site 8-inch sewer connection to the existing manhole at the Cawston Avenue North and West Acacia Avenue intersection. A sewer lift station is also proposed in the northeast portion of the site. The proposed buildings would connect to the existing water and sewer line on West Acacia Avenue. The on-site water and sewer line for Building 1 would connect through the parking lot on the northern portion of the Project site to the existing line on West Acacia Avenue. Connection for water and sewer from the existing lines in West Acacia Avenue to the three buildings on the southern side of the site would go through the northern parking lot and run along the eastern drive aisles.

Drainage

The proposed Project would implement catch basins and storm drains throughout the site, which would convey stormwater around the proposed buildings to a proposed on-site bioretention basin located on the northwest corner of the Project site. The basin would be utilized for detention and treatment of the proposed Project's stormwater runoff and would have an area of approximately 76,915 SF. A second bioretention basin is proposed along the Project's frontage on Cawston Avenue, covering an area of approximately 26,335 SF.

Additionally, the proposed Project would include an underground detention and infiltration basin that would function as a flood control basin. The proposed underground basin would be located to the east of buildings 1 and 2, underneath the proposed drive aisle, where truck trailer parking and auto vehicle parking stalls are located. The proposed underground detention and infiltration basin would have a surface area of

104,587 SF, a depth of 5 feet, and a volume of 12 acre-feet. Additionally, the proposed Project would implement emergency spillways and down drains.

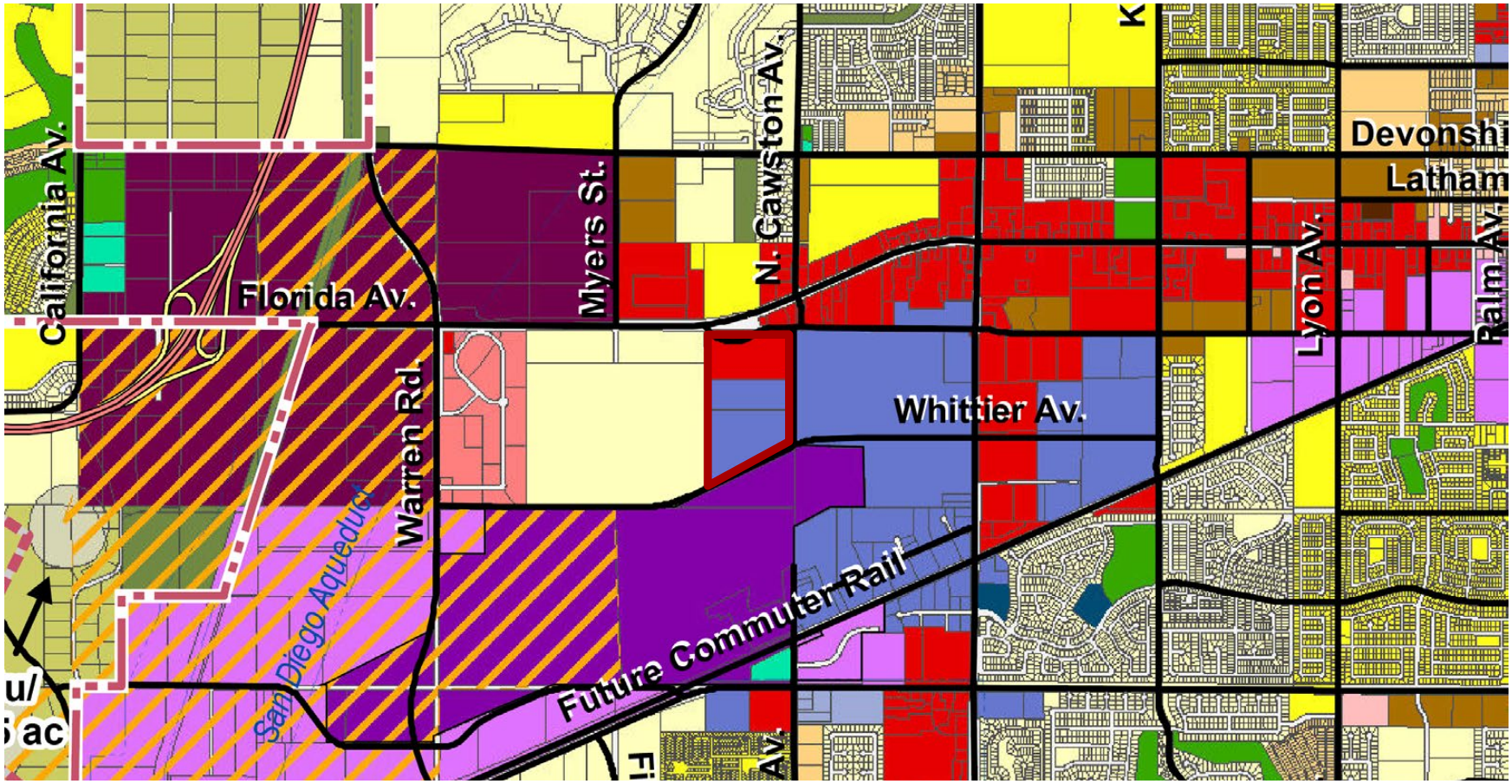
Runoff generated from the buildout of Cawston Avenue would flow north and south to the bioretention basin located in the parkway of Cawston Avenue, with the southerly overflows draining towards a proposed parkway drain and the northerly overflow towards West Acacia Avenue.

Street and Sidewalk Improvements

The proposed Project includes the buildout of Cawston Avenue, extending from south of West Acacia Avenue to the northern boundary of the Project site, along with roadway improvements to West Acacia Avenue along the project's frontage. Additionally, the proposed Project includes a 22-foot ROW dedication along Cawston Avenue and a 47-foot ROW dedication along West Acacia Avenue. Roadway improvements would feature streetlights, curbs, gutters, sidewalks, and landscaping along Cawston Avenue and West Acacia Avenue.

Cawston Avenue would be built to a roadway width of 64 feet, featuring a 15-foot parkway with a 5-foot walkway and a 10-foot landscape buffer along the Project's frontage. The buildout of Cawston Avenue would terminate in a cul-de-sac at the southern boundary of the Project site. West Acacia Avenue would be upgraded from its existing 30-foot roadway width to 64 feet wide. The improvements would also include a 15-foot parkway along the Project's frontage, featuring a 5-foot landscape buffer, a 5-foot sidewalk, and an additional 5-foot landscape buffer.

Existing Land Use



Project Site

LEGEND

- Hemet City Boundary
- Planning Area
- Sphere of Influence
- River/Lake
- Creek/Canal
- Railroad Metrolink (General Location)

Land Use Designations

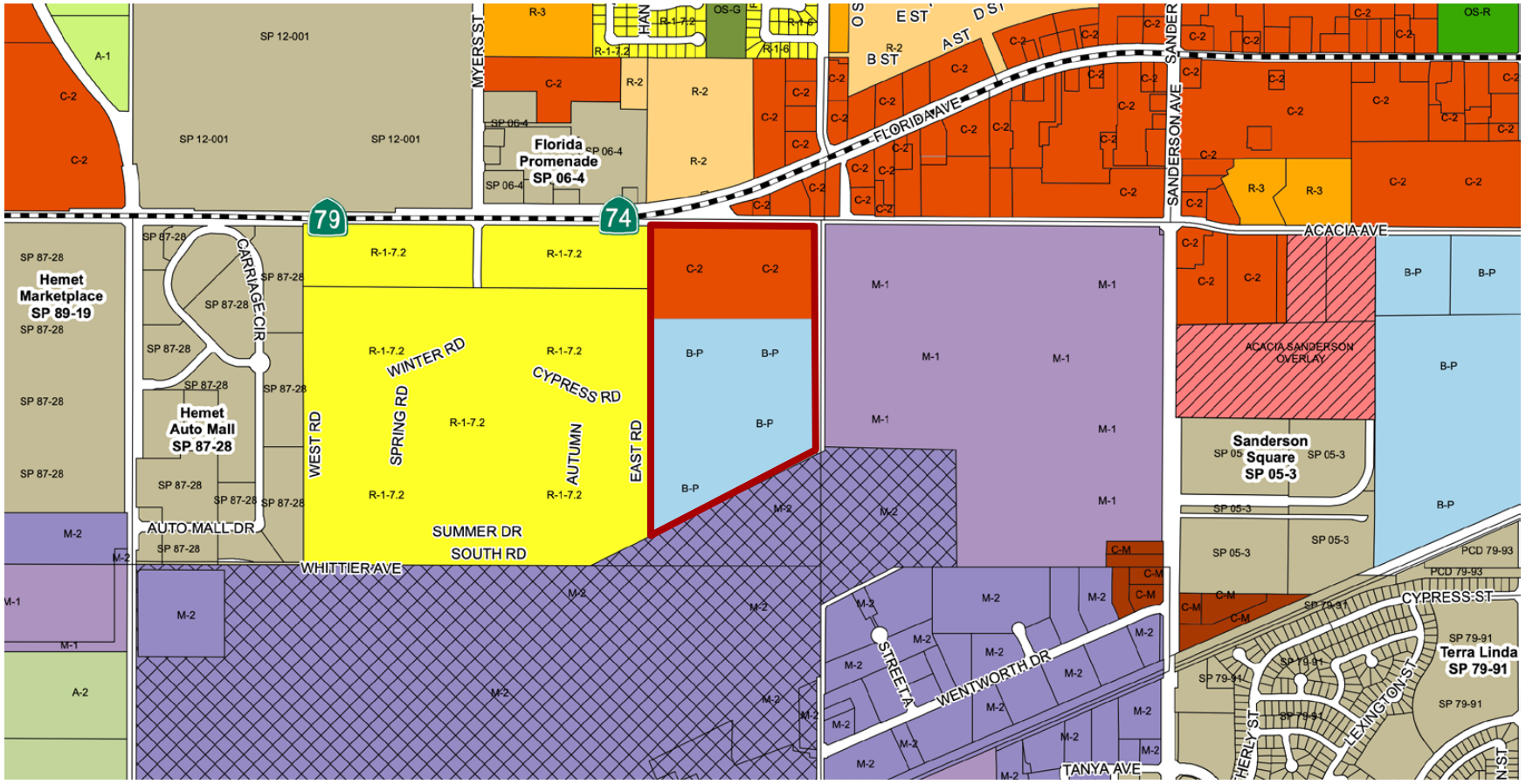
- RR — Rural Residential (0.0 - 2.0 du/ac)
- HR — Hillside Residential (0.0 - 0.5 du/ac)
- LDR — Low Density Residential (2.1 - 5.0 du/ac)
- LMDR — Low Medium Density Residential (5.1 - 8.0 du/ac)
- MDR — Medium Density Residential (8.1 - 18.0 du/ac)
- HDR — High Density Residential (18.1 - 30.0 du/ac)
- VHDR — Very High Density Residential (30.1 - 45.0 du/ac)
- NC — Neighborhood Commercial (FAR 0.35)
- CC — Community Commercial (FAR 0.40)
- RC — Regional Commercial (FAR 0.50)
- MU — Mixed Use (Varies)
- ARPT — Airport
- OP — Office Professional (FAR 2.0)
- BP — Business Park (FAR 0.60)
- I — Industrial (FAR 0.45)
- QP/C — Quasi-Public/Cultural
- PF — Public Facilities
- SCH — School
- P — Park/Recreation
- OS — Open Space
- A — Agriculture

Environmental Management Area

- Areas subject to MSHCP criteria

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Existing Zoning



Project Site

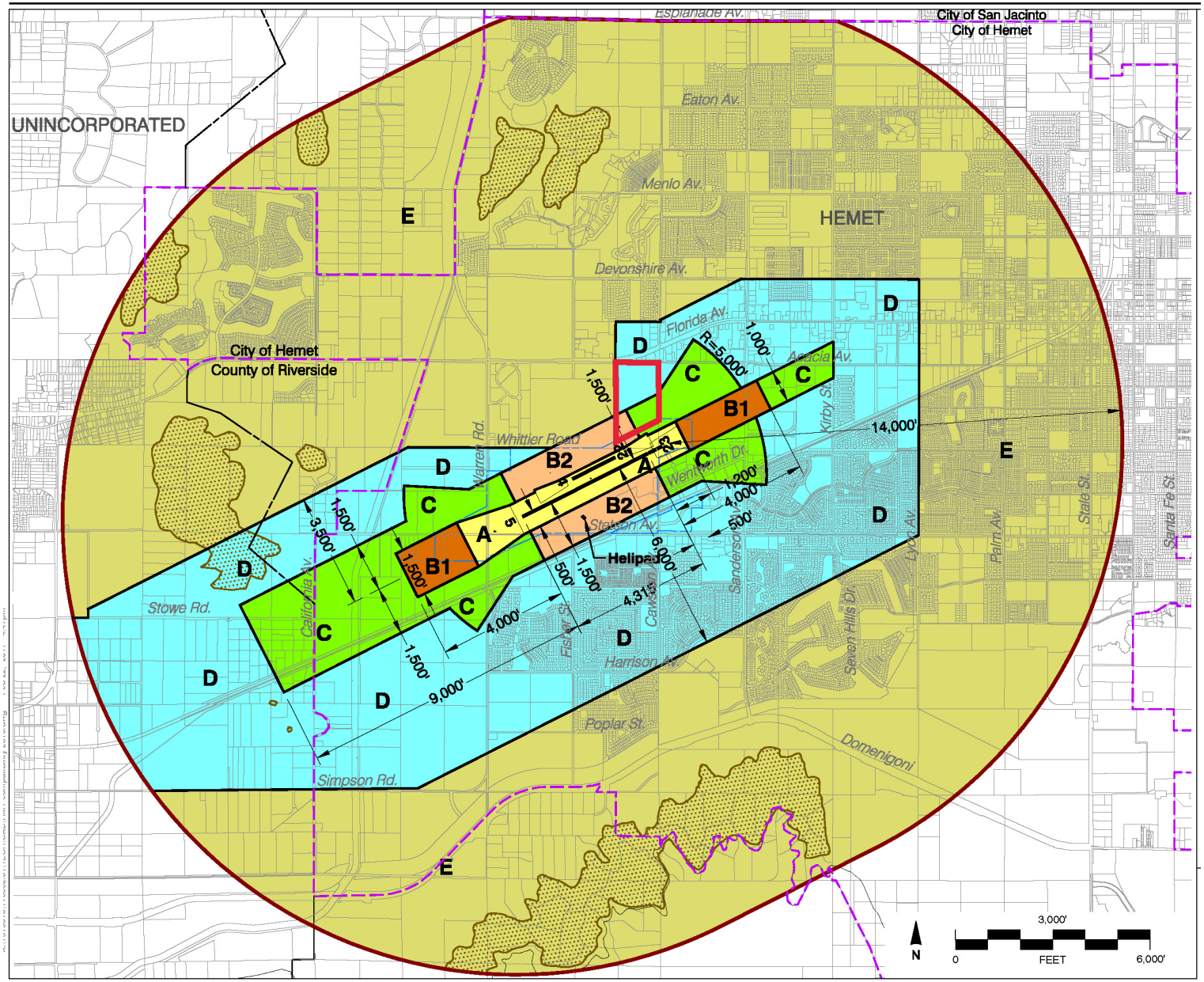
- CITY BOUNDARY
- HIGHWAYS
- WATERBODIES
- SIMPSON PARK
- ACACIA SANDERSON OVERLAY
- HEMET RYAN AIRPORT

Zoning

- A-1 - LIGHT AGRICULTURE (1 Acre Minimum Lot Size)
- A-2 - HEAVY AGRICULTURE (5 Acre Minimum Lot Size)
- R-R - RURAL RESIDENTIAL (20,000 Sq Ft Minimum Lot Size)
- R-1 - SINGLE FAMILY RESIDENTIAL (Lot Size Varies)
- SLR - SMALL LOT RESIDENTIAL
- R-2 - LOW DENSITY MULTIPLE FAMILY RESIDENTIAL (Maximum 8 DU / Acre)
- R-3 - MULTIPLE FAMILY RESIDENTIAL (Maximum 30 DU / Acre)
- R-4 - HIGH DENSITY MULTIPLE FAMILY RESIDENTIAL (Maximum 45 DU / Acre)
- TR-20 - INDEPENDENT MOBILE HOME SUBDIVISION
- O-P - OFFICE PROFESSIONAL
- C-1 - NEIGHBORHOOD COMMERCIAL
- C-2 - GENERAL COMMERCIAL
- C-M - COMMERCIAL MANUFACTURING
- B-P - BUSINESS PARK
- M-1 - LIMITED MANUFACTURING
- M-2 - GENERAL MANUFACTURING
- OS-R - OPEN SPACE RECREATION
- OS-G - OPEN SPACE GENERAL
- P-I - PUBLIC INSTITUTIONAL
- S-1 - RELIGIOUS INSTITUTIONS
- PCD / PUD / SP - SPECIFIC PLAN (See Map for Name / Number)
- SP-R - SPECIFIC PLAN REQUIRED
- MU - SPECIFIC PLAN REQUIRED MIXED USE

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Airport Land Use Plan



Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E
- Height Review Overlay Zone

Boundary Lines

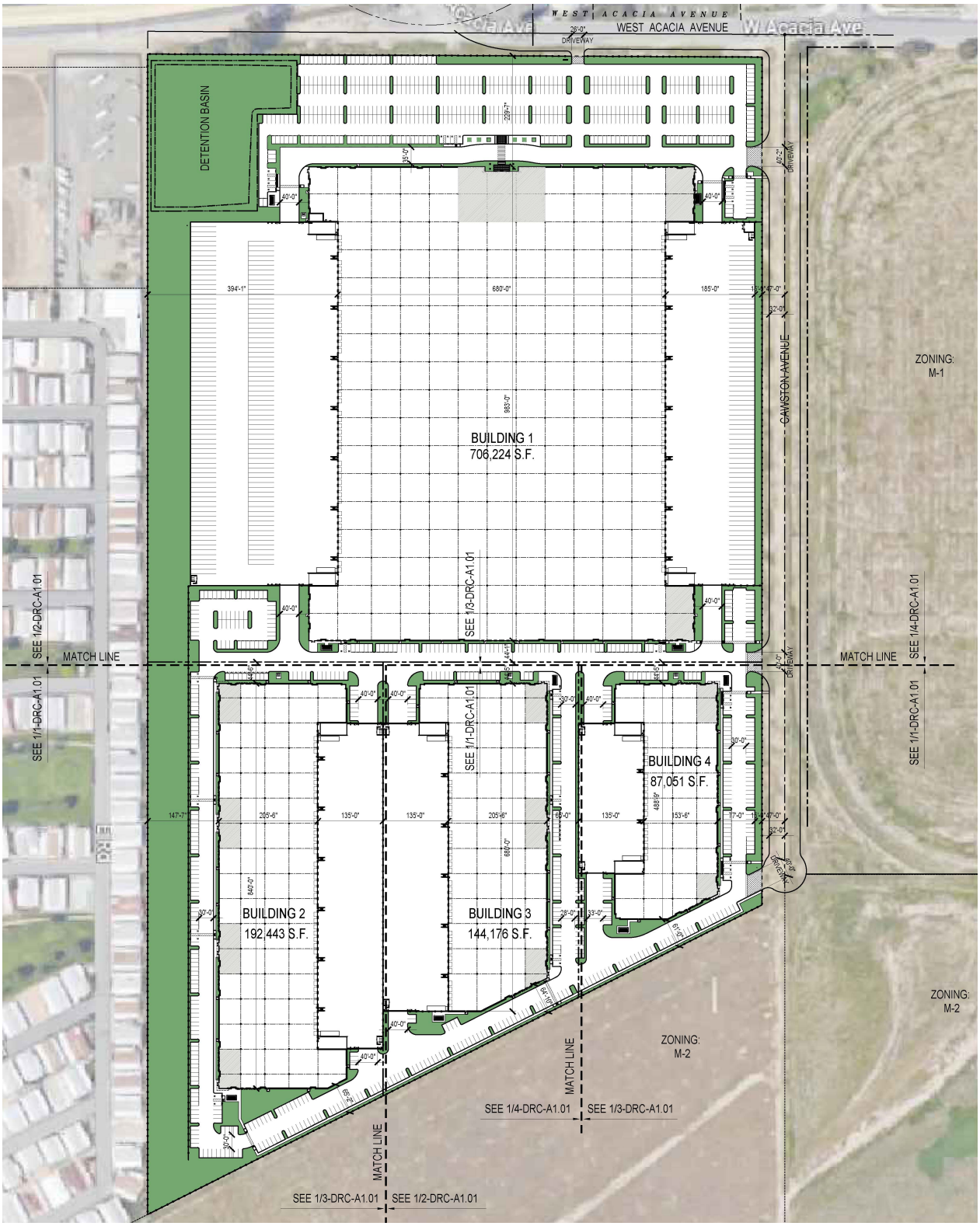
- Airport Property Line
- City Limits
- City Sphere of Influence
- Project Site

Hemet Logictics West
City of Hemet

Figure 3-7

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Conceptual Site Plan

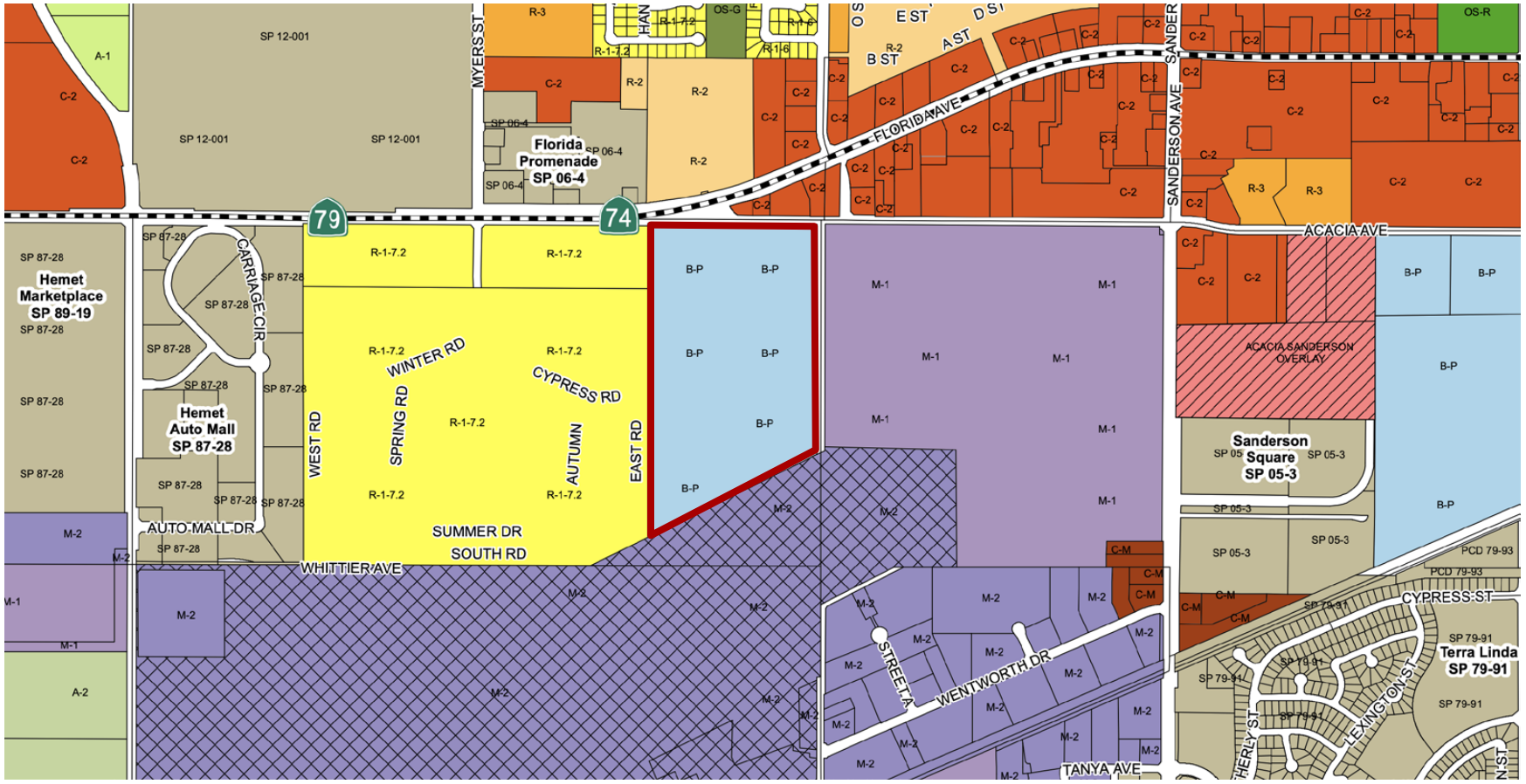


Hemet Logistics West
City of Hemet

Figure 3-8

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Proposed Zoning



Project Site

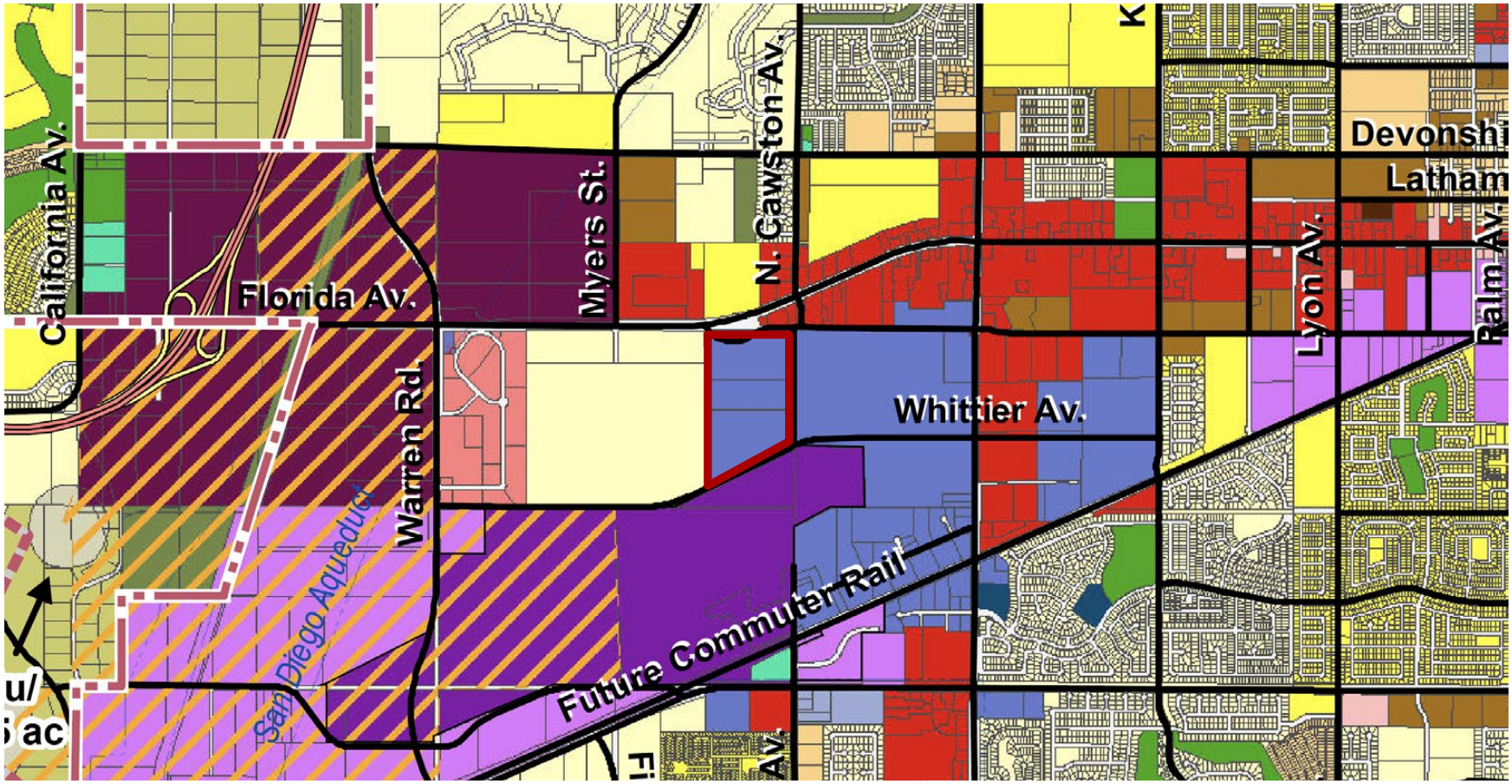
- CITY BOUNDARY
- HIGHWAYS
- WATERBODIES
- SIMPSON PARK
- ACACIA SANDERSON OVERLAY
- HEMET RYAN AIRPORT

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- R-3 - MULTIPLE FAMILY RESIDENTIAL (Maximum 30 DU / Acre)
- R-4 - HIGH DENSITY MULTIPLE FAMILY RESIDENTIAL (Maximum 45 DU / Acre)
- TR-20 - INDEPENDENT MOBILE HOME SUBDIVISION
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- C-2 - GENERAL COMMERCIAL
- C-M - COMMERCIAL MANUFACTURING
- B-P - BUSINESS PARK
- M-1 - LIMITED MANUFACTURING
- M-2 - GENERAL MANUFACTURING
- OS-R - OPEN SPACE RECREATION
- OS-G - OPEN SPACE GENERAL
- P-I - PUBLIC INSTITUTIONAL
- S-1 - RELIGIOUS INSTITUTIONS
- PCD / PUD / SP - SPECIFIC PLAN (See Map for Name / Number)
- SP-R - SPECIFIC PLAN REQUIRED
- MU - SPECIFIC PLAN REQUIRED MIXED USE

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Proposed Land Use



Project Site

LEGEND

- Hemet City Boundary
- Planning Area
- Sphere of Influence
- River/Lake
- Creek/Canal
- Railroad
- Metrolink (General Location)

Land Use Designations

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- LMDR — Low Medium Density Residential (5.1 - 8.0 du/ac)
- MDR — Medium Density Residential (8.1 - 18.0 du/ac)
- HDR — High Density Residential (18.1 - 30.0 du/ac)
- VHDR — Very High Density Residential (30.1 - 45.0 du/ac)
- NC — Neighborhood Commercial (FAR 0.35)
- CC — Community Commercial (FAR 0.40)
- RC — Regional Commercial (FAR 0.50)
- MU — Mixed Use (Varies)
- ARPT — Airport
- OP — Office Professional (FAR 2.0)
- BP — Business Park (FAR 0.60)
- I — Industrial (FAR 0.45)
- QP/C — Quasi-Public/Cultural
- PF — Public Facilities
- SCH — School
- P — Park/Recreation
- OS — Open Space
- A — Agriculture

Environmental Management Area

- Areas subject to MSHCP criteria

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Conceptual Elevations



NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



Hemet Logictics West
City of Hemet

Figure 3-11a

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Conceptual Elevations



NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION

Hemet Logictics West
City of Hemet

Figure 3-11b

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Conceptual Elevations



NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION

Hemet Logictics West
City of Hemet

Figure 3-11c

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Conceptual Elevations



NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



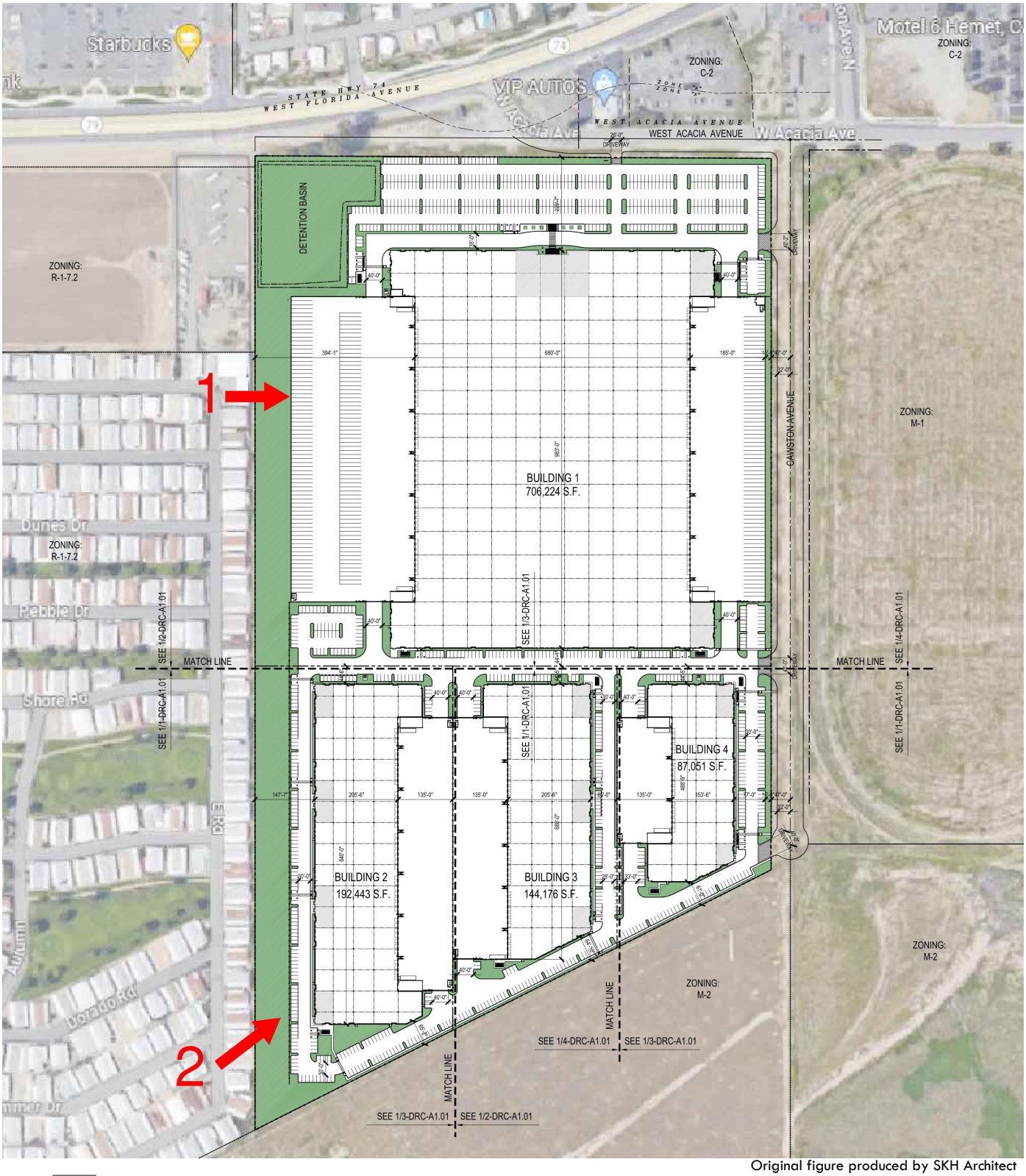
EAST ELEVATION

Hemet Logictics West
City of Hemet

Figure 3-11d

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Conceptual Renderings



Original figure produced by SKH Architect

S.K.H ARCHITECT

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Hemet Logistics West
City of Hemet

Figure 3-12a

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Rendering 1

Original figure produced by SKH Architect

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Rendering 2

Original figure produced by SKH Architect

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Landscaping Plan



TREES

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Cercidium 'Desert Museum' Blue Palo Verde	36" Box	18	L	Multi
	Chilopsis linearis Desert Willow	24" Box	71	L	Multi
	Chitalpa tashkentensis Chitalpa	24" Box	42	L	Standard
	Cupressus sempervirens Italian Cypress	15 Gal	2	M	Standard
	Koelreuteria bipinnata Chinese Flame Tree	24" Box	44	M	Standard Street Tree
	Lagerstroemia i 'Muskogee' Crape Myrtle	24" Box	17	M	Standard Street Tree
	Pinus eldarica Afghan Pine	24" Box	88	L	Standard
	Pistacia chinensis Chinese Pistache	24" Box	90	L	Standard
	Platanus racemosa California Sycamore	24" Box	20	M	Multi
	Prosopis chilensis Chilean Mesquite	48" Box	13	M	Multi
	Rhus lancea African Sumac	24" Box	155	I	Standard
	Tristania conferta Brisbane Box	15 Gal	94	M	Standard

SHRUBS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	WUCOLS	SPACING
	Acca sellowiana Pineapple Gauva	5 Gal	L	3' OC
	Callistemon 'Little John' Dwarf Bottle Brush	5 Gal	L	3' OC
	Cistus 'Sunset Pink' Sunset Pink Rockrose	5 Gal	L	3' OC
	Dianella tasmanica Dianella	5 Gal	M	3' OC
	Dietes bicolor Fortnight Lily	5 Gal	M	3' OC
	Elaeagnus pungens Silverberry	5 Gal	L	4' OC
	Ligustrum j. Texanum Texas Privet	5 Gal	M	3' OC
	Rhamnus californica Coffeeberry	5 Gal	L	4' OC
	Rhaphiolepis i. 'Springtime' Indian Hawthorn	5 Gal	L	3' OC
	Rosmarinus o. 'Tuscan Blue' Rosemary	5 Gal	L	3' OC
	Salvia greggii Autumn Sage	5 Gal	L	3' OC
	Salvia leucantha Mexican Sage	5 Gal	L	4' OC
	Westringia fruticosa Coast Rosemary	5 Gal	L	5' OC
	Dianella tasmanica Dianella	5 Gal	M	3' OC
	Dietes bicolor Fortnight Lily	5 Gal	M	3' OC
	Muhlenbergia capillaris Pink Muhly	5 Gal	M	3' OC
	Muhlenbergia rigens Deer Grass	5 Gal	M	4' OC
	Salvia c. 'Allen Chickering' Allen Chickering Sage	5 Gal	L	4' OC
	Leonotis leonurus Lion's Ear	5 Gal	L	4' OC
	Salvia microphylla Hot Lips Sage	5 Gal	L	3' OC

ACCENTS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	WUCOLS	SPACING
	Agave 'Blue Flame' Blue Flame Agave	5 Gal	L	3' OC
	Agave 'Blue Glow Blue Glow Agave	5 Gal	L	3' OC
	Agave victoria-reginae Agave	5 Gal	L	3' OC
	Aloe striata Coral Aloe	1 Gal	L	2' OC
	Dasylerion wheeleri Desert Spoon	5 Gal	L	4' OC
	Echeveria 'Ruffles' Ruffles Echeveria	5 Gal	L	1' OC
	Hesperaloe parviflora Red Yucca	5 Gal	L	3' OC

GROUNDCOVER

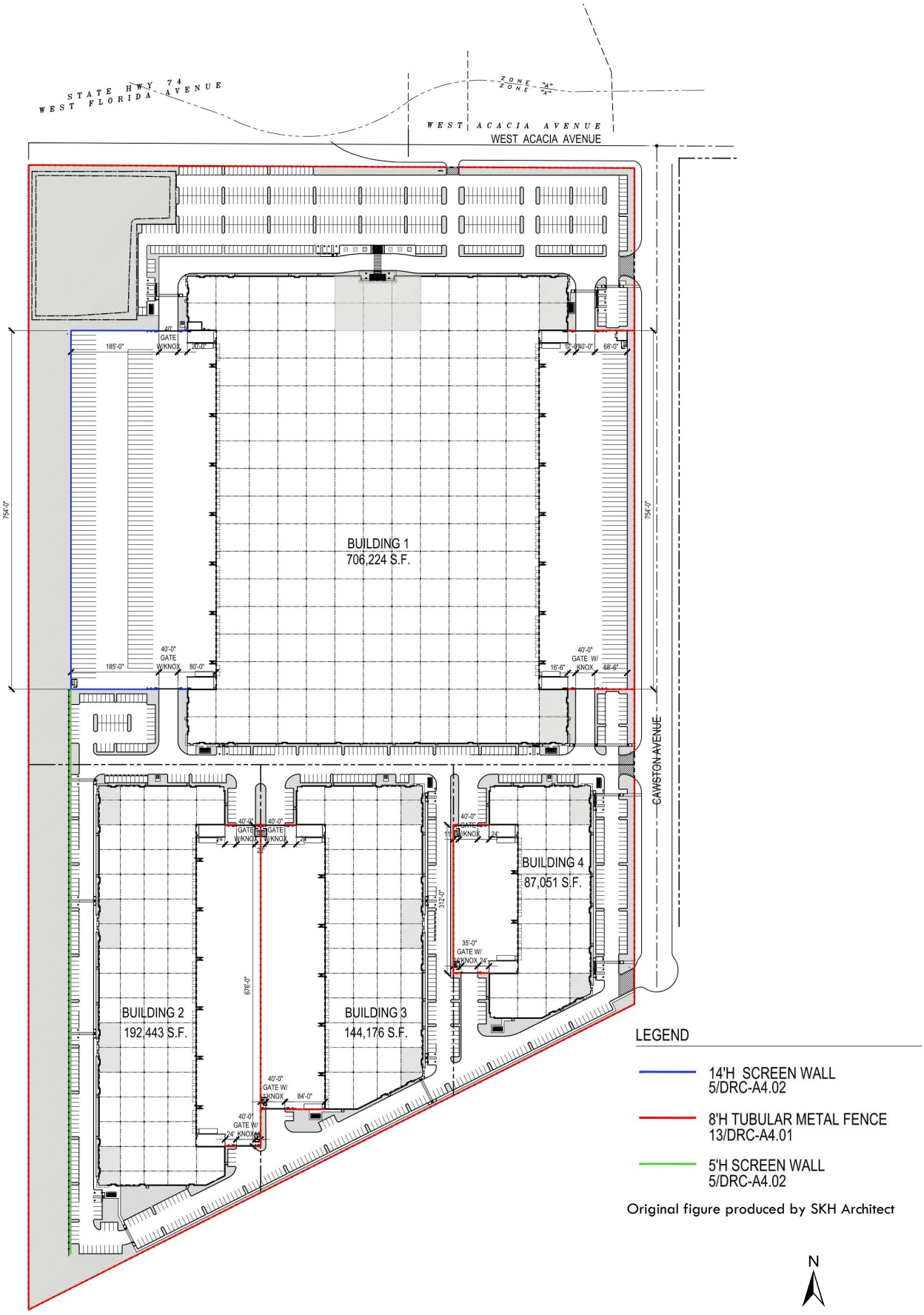
SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS
	Rosmarinus o. 'Huntington Carpet' Prostrate Rosemary	1 Gal	36" O.C.	L
	Sesleria autumnalis Moor Grass	1 Gal	18" O.C.	M
	Trachelopspermum jasminiodes Star Jasmine	1 Gal	24" O.C.	M
	Carissa m. 'Green Carpet' Prostrate Natal Plum	1 Gal	36" O.C.	M
	Lantana 'Gold Mound' Yellow Lantana	1 Gal	36" O.C.	L
	Myoporum parvifolium Myoporum	1 Gal	36" O.C.	L

Hemet Logistics West
City of Hemet

Figure 3-13

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Conceptual Wall and Fence Plan

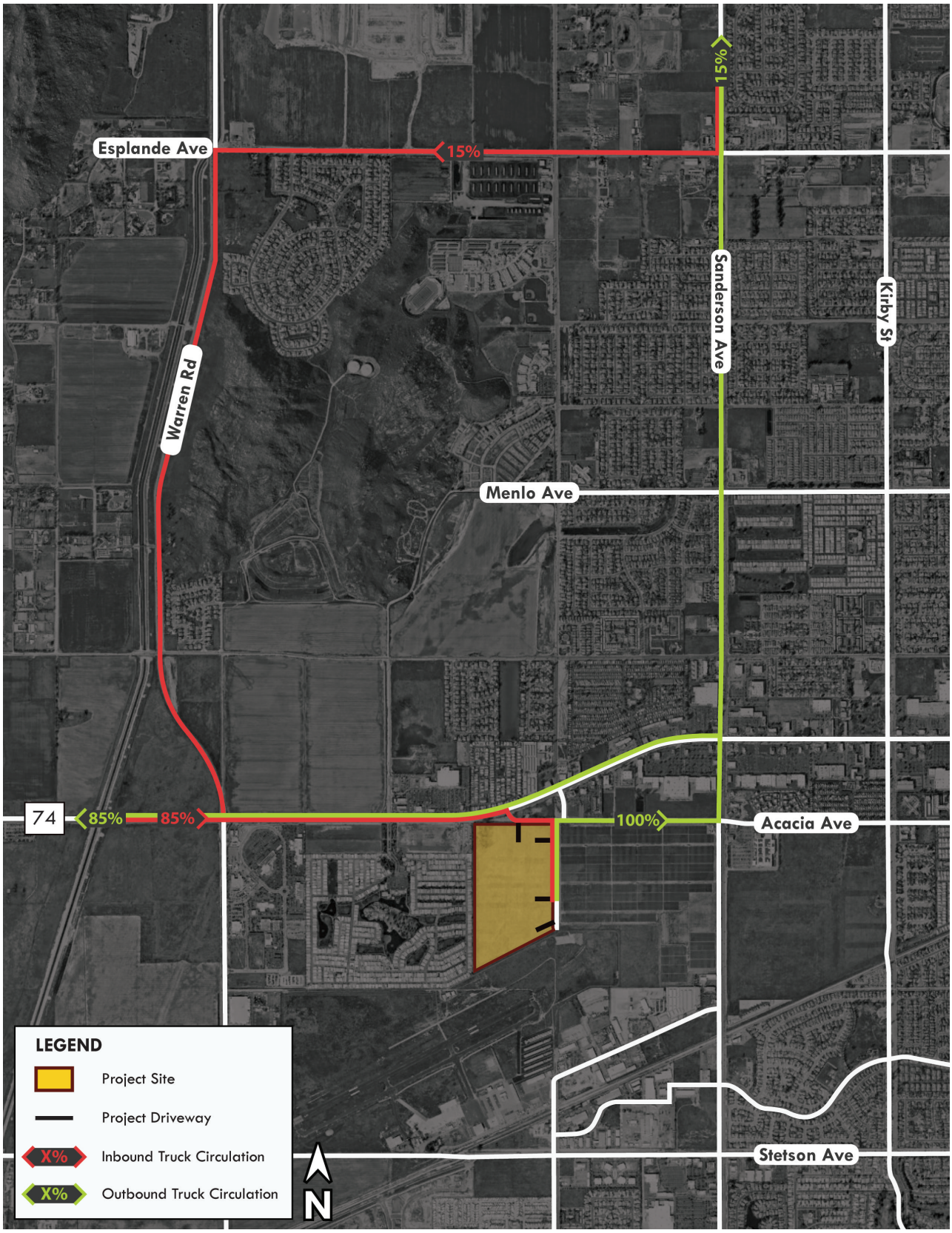


Hemet Logistics West
City of Hemet

Figure 3-14

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Truck Route



Hemet Logictics West
City of Hemet

Figure 3-15

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Construction and Phasing

Construction activities would occur over one phase. All buildings would be constructed simultaneously, and development would include site preparation, grading, building construction, paving, and architectural coatings. For purposes of the Draft EIR analysis, construction was conservatively assumed to begin in the third quarter of 2025 and last approximately 14 months. The construction schedule is provided for analytical purposes only to evaluate a representative worst-case construction scenario and does not represent a required or fixed construction timeline for the proposed Project. Grading work of soils is expected to result in approximately 91,855 cubic yards (CY) of cut and 182,976 CY of fill soils for a net import of 91,121 CY of soil.

Construction would occur within the hours allowed by Hemet Municipal Code Section 14.46, which states that construction shall occur only between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May. No construction shall occur on Sundays, and on Saturdays, construction shall occur between the hours of 7:00 a.m. and 6:00 p.m.

Operational Characteristics

The proposed Project would be operated for industrial warehouse purposes. Building 1 would include a BTS distribution center for FlexiSpot and function as an e-commerce fulfillment center and retail showroom with associated administrative offices. The other three buildings would be operated similarly as speculative distribution warehouses with ancillary office spaces. Typical operational characteristics include employees traveling to and from the site, the delivery of materials and supplies, and the loading and unloading of trucks. The proposed Project is assumed in the analysis of this Draft EIR to operate 24 hours a day, seven days a week. However, operations west of Building 1 have been restricted during nighttime hours, with no dock or truck activities permitted between 10:00 p.m. and 7:00 a.m. The proposed Project does not include cold storage or a backup generator but will feature one fire pump per building and fire extinguishers for safety. The Project applicant has determined that the proposed BTS Building 1 is expected to accommodate approximately 200 employees. The entire Project, including all four proposed buildings, is anticipated to require a total of approximately 612 employees, based on a conservative estimate.

3.4.3 Project Design Features and Existing Plans, Programs, or Policies

Throughout the impact analysis in this Draft EIR, references are made to existing Plans, Programs, or Policies (PPPs) currently in place that effectively mitigate environmental impacts. Where applicable, PPPs are listed to show their effect in reducing potential environmental impacts. The Project proponent has also incorporated various measures into the proposed Project that serve to reduce potentially significant impacts. These voluntary measures are referred to as Project Design Features (PDFs) and are identified and discussed in the impact analysis. Project-specific mitigation is introduced when applying these measures does not reduce an impact to below a level of significance. The City of Hemet would include these PPPs and PDFs, along with Mitigation Measures in the Mitigation Monitoring and Reporting Program (MMRP) for the proposed Project to ensure their implementation.

Sustainable Design Features

Additionally, the proposed Project would comply with and exceed the California Code of Regulations, Title 24, Part 11, *California Green Building Standards Code* (CALGreen Code) policies related to sustainable design and energy conservation by incorporating the following features into Project development and/or operation.

- Installation of enhanced insulation;
- Design structures to be solar-ready;
- Design electrical systems to accommodate future renewable energy technologies, solar PV systems, and battery storage systems;
- Installation 312 electric vehicle capable stalls, of which 62 would include electric vehicle charging stations and the remaining 250 stalls would be conduit-ready and reserved for future EV charging infrastructure;
- Installation of energy-efficient lighting, heating and ventilation systems, and appliances;
- Installation of drought-tolerant landscaping and water-efficient irrigation systems; and
- Utilization of zero-emission landscape equipment.

Project Design Features

The Project applicant has committed to and shall require construction equipment that meets or exceeds the United States Environmental Protection Agency (EPA) Tier 4 Final emission standards for off-road diesel engines during all construction phases. These requirements shall be incorporated into construction contract specifications, contractor bid documents, and/or other applicable construction plans and specifications, as appropriate, and shall be implemented throughout Project construction. To ensure compliance, the Project applicant and its contractors shall:

- Maintain a list of all construction equipment used for the Project, including documentation demonstrating that each piece meets Tier 4 Final emission standards.
- Submit a construction equipment inventory and compliance documentation to the lead agency or designated air quality consultant before construction activities commence.
- Implement best available control technology (BACT) measures, such as diesel particulate filters, for equipment where Tier 4 Final engines are unavailable or infeasible, subject to verification by the lead agency.
- Monitor and report compliance during construction activities to ensure that all equipment adhered to Tier 4 Final standards.

In addition, the Project applicant has committed to implementing the following construction equipment specifications and operational restrictions during construction activities. These requirements shall be incorporated into construction contract specifications, contractor bid documents, and/or other applicable construction plans and specifications, as appropriate, and shall be implemented throughout Project construction. To ensure compliance, the Project applicant and its contractors shall:

- Comply with HMC Section 30-32[a][43], restricting construction activities to the approved hours of construction as set forth on a permit or other city entitlement as issued the building official, planning commission, or city council, or as otherwise prohibited by the Hemet Building Code.
- Equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards).
- Place all stationary construction equipment in such a manner so that the emitted noise is directed away from any sensitive receivers.
- Locate construction equipment staging areas at the greatest feasible distance between the staging area and the nearest sensitive receivers.
- Limit equipment and material deliveries to the same hours specified for construction equipment.
- Use electrically powered air compressors and similar power tools, when feasible, in place of diesel equipment.
- No music or electronically reinforced speech from construction workers shall be allowed.

3.5 DISCRETIONARY APPROVALS AND PERMITS

The City of Hemet and the following responsible agencies are expected to use the information contained in this Draft EIR to consider approvals related to and involved in the implementation of this Project. These include, but may not be limited to, the permits and approvals described below.

City of Hemet

- General Plan Amendment to the City of Hemet GP Land Use Plan from Community Commercial to Business Park.
- General Plan Amendment to the City of Hemet Roadway Circulation Master Plan
- Site Development Review - Major
- Tentative Parcel Map
- Variance Application pursuant to Municipal Code Section 90-45 (Wall Height Requirements)
- Variance Application pursuant to Municipal Code Section 90-45 (Parking Requirements)
- Zone Change from General Commercial to Business Park
- Certification of the Environmental Impact Report and supporting technical studies
- Approvals and permits necessary to execute the proposed Project, including but not limited to grading permit, building permit, etc.

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4. Environmental Setting

The purpose of this section is to describe the environmental setting of the Project, as it existed at the time the Notice of Preparation (NOP) was published, from both a local and a regional perspective. In addition to the summary below, detailed descriptions of environmental settings are provided in each subsection of Section 5 of this Draft EIR.

4.1 REGIONAL SETTING AND LOCATION

The Project site is located within the western portion of Riverside County in the City of Hemet. The City of Hemet encompasses approximately 30 square miles. It is located east of the cities of Homeland and Winchester, west of the unincorporated community of Valle Vista, and south of the City of San Jacinto. Interchanges with State Route 74 (SR-74) and SR-79 provide regional highway access to the City.

4.2 LOCAL SETTING AND LOCATION

The Project site is located within the western portion of Riverside County in the City of Hemet, southwest of the intersection of West Acacia Avenue and Cawston Avenue North. Local access to the site is provided from West Acacia Avenue. The Project site and surrounding area are shown in Figure 3-1, *Regional Location*, and Figure 3-2, *Local Vicinity*.

The Project site encompasses approximately 60.86 acres and comprises one (1) parcel identified as Assessor's Parcel Number (APN) 456-010-025. The site consists of vacant undeveloped land that is flat and mostly barren, with non-native grassland, weeds, and some sparse trees found at the northwestern boundary of the site. A small gravel parking lot exists in the northeast corner of the site which connects to a dirt access road along the eastern site boundary. The Project site's existing conditions are shown in Figure 3-3, *Aerial View*, and Figure 3-4, *Existing Site Photos*.

4.3 EXISTING LAND USE AND ZONING

The northern portion of the Project site has a General Plan land use designation of Community Commercial (C-C), and the southern portion has a land use designation of Business Park (B-P). The C-C designation provides for general retail, markets, commercial services, restaurants, lodging, commercial recreation, professional offices, and financial institutions. The B-P designation provides for single and multi-tenant light industrial, flex office, and office use. The existing land use designations are shown in Figure 3-5, *Existing Land Use*.

According to the City's Zoning Map, the southern portion of the Project site is zoned B-P and covers 36.96 acres. B-P allows for industrial and related uses, including warehousing and distribution, assembly and light manufacturing, repair facilities, and business parks, including corporate offices developed at a maximum Floor Area Ratio (FAR) of 0.6. The site's northern portion is zoned General Commercial (C-2) and covers 23.9 acres. C-2 provides for commercial district development with a wide range of offices, services, retail stores, recreation, and transient accommodations at a maximum FAR of 0.4. The existing zoning designations are shown in Figure 3-6*, Existing Zoning*.

4.4 SURROUNDING GENERAL PLAN LAND USE AND ZONING DESIGNATIONS

The Project site is located within an area that is predominantly developed and has a variety of land uses surrounding the Project site. The surrounding land uses are described in Table 3-1, in Section 3.0, Project Description, and include a shopping center, mobile home park, and auto center to the north; a mobile home park to the west; Hemet-Ryan Airport and undeveloped land to the south; and a solar photovoltaic farm and undeveloped land to the east. See Table 3-2 for the surrounding General Plan land use and zoning designations.

4.5 PHYSICAL ENVIRONMENTAL CONDITIONS

CEQA Guidelines § 15125(a)(1) states that the physical environmental condition in the vicinity of the Project as it existed when the EIR's NOP was released for public review normally be used as the comparative baseline for the EIR. The NOP for this EIR was released for public review on May 29, 2024. The following pages describe the physical environmental condition ("existing conditions") on a regional and local basis of that approximate date. More information regarding the Project site's environmental setting is provided in the specific subsections of EIR Section 5.0, *Environmental Analysis*.

4.5.1 Aesthetics

Scenic Vistas

Scenic vistas are panoramic views of important visual features, as seen from public viewing areas. The Project site is located in the western portion of the City of Hemet. The City of Hemet General Plan aims to preserve regionally significant scenic vistas and natural features, including the Domenigoni Mountains to the south and the Reinhardt Canyon and San Bernardino Mountains to the north. The City of Hemet General Plan describes that in addition to scenic corridors, scenic resources include distant views that provide visual relief from less attractive views of nearby features. As discussed in the General Plan, other designated federal and State lands, as well as local open space or recreational areas, may also offer scenic vistas if they represent a valued aesthetic view within the surrounding landscape.

The Project site is in an undeveloped area surrounded by vacant land and agricultural uses. Views of the surrounding foothills are available from public vantage points traveling east to west on Simpson Road and north to south on Warren Road. However, there are no scenic vistas within the Project vicinity.

State Scenic Highway

There are no officially designated State scenic highways near the proposed Project (Caltrans, 2026). The closest Officially Designated State Scenic Highway is State Route 74, located at the west boundary of the San Bernardino National Forest, approximately 10 miles east from the Project site. Likewise, no County-designated scenic highways run through the Project vicinity.

Visual Character of Project Site and Surrounding Area

The Project site is currently zoned Business Park (B-P) in the southern portion of the site and Commercial Community (C-2) in the northern portion. The B-P designation allows for industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and business parks, including corporate offices. The C-2 designation provides for commercial district development with a wide range of

offices, services, retail stores, recreation, and transient accommodations. The B-P and C-2 designation areas lack any significant visual resources or unique aesthetic characteristics. The Project site is currently vacant and undeveloped.

Visual Character of Adjacent Areas

The area surrounding the Project site has an existing visual character consisting of many different uses, such as residential mobile homes, a commercial center, a public airport, a solar farm, and undeveloped land. There is no consistent architectural or visual theme within the surrounding area.

Light and Glare

The Project site is currently vacant and undeveloped and contains no sources of light and glare. However, the Project site is surrounded by other sources of nighttime lighting which include streetlights along West Acacia Avenue, illumination from vehicle headlights, off-site exterior lighting, and interior illumination passing through windows. Additionally, Hemet-Ryan Airport to the south of the Project site emits significant sources of light. Glare can emanate from various sources, including direct sunlight, sunlight reflected from cars or buildings, and bright outdoor or indoor lighting. Glare in the Project vicinity is generated by building and vehicle windows reflecting light. Additionally, a solar farm located to the east of the Project site is creating sources of glare. Sensitive receptors relative to lighting and glare include motorists passing through the Project area and the mobile home park to the west of the Project site.

4.5.2 Air Quality

The Project area is located within the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. It includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange County.

The ambient concentrations of air pollutants are determined by the emissions released by sources and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, existing air quality conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount of emissions released by existing air pollutant sources.

Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants. The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. The Basin is a coastal plain connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate with light average wind speeds. The usually mild climatological pattern is disrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds. During the summer, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cool marine layer and inhibits the pollutants in the marine layer from dispersing upward. In addition, light winds during the summer further limit ventilation. Furthermore, sunlight triggers the photochemical reactions that produce ozone.

SCAQMD maintains monitoring stations within district boundaries, such as Source/Receptor Areas (SRAs), that monitor air quality and compliance with associated ambient standards. The Project site is located within the

Hemet San Jacinto Valley (SRA 28). It should be noted that there are no monitoring stations within SRA 28; as such, the following closest monitoring stations were used to report air quality data for O3, CO, NO2, PM10, and PM2.5. The air quality monitoring stations nearest to the Project site are located at 200 S. Hathaway Street in Banning and 5888 Mission Boulevard in Rubidoux, California.

The SCAQMD monitors levels of various criteria pollutants at 38 permanent monitoring stations and 5 single-pollutant source air monitoring sites for Lead (Pb) throughout the air district. As indicated in the monitoring results, the federal PM10 standard had no exceedances in the three years. The State PM_{10} standard was exceeded twice in 2023. The $PM_{2.5}$ federal standard was exceeded an unknown number of times during the three years. The 1-hour ozone State standard was exceeded 41 times in 2021, 30 times in 2022, and 28 times in 2023. The 8-hour ozone State standard was exceeded 82 times in 2021, 59 times in 2022, and 53 times in 2023. The 8-hour ozone federal standard was 80 times in 2021, 56 times in 2022, and 51 times in 2023. In addition, the CO, SO_2, and NO_2 standards were not exceeded in this area during the three years.

4.5.3 Biological Resources

The Project site is currently vacant and partially graded, featuring a small gravel parking lot in the northeast corner of the site. This lot connects to a dirt access road along the eastern site boundary and is surrounded by a stand of ornamental trees on the northwest boundary. The site's elevation ranges from 1,503 to 1,515 feet above mean sea level. The site is flat and slopes marginally from east to west. Based on the United States Department of Agriculture (USDA) Web Soil Survey, three soil classes occur on the Project site. The site is underlain by Grangeville fine sandy loam (0 to 2 percent slopes, drained), Pachappa fine sandy loam (0 to 2 percent slopes), and Traver loamy fine sand (eroded).

The Project site is bounded to the north by West Acacia Avenue, with residential and commercial areas beyond; to the west by residential development and a vehicle storage yard; to the east by a solar panel field; and to the south by Hemet-Ryan Airport.

Vegetation Communities and Land Covers

The Project site is dominated by and supports only one plant community: non-native grassland. Additionally, the site supports two land cover types that are classified as disturbed and developed. Most of the site supports a non-native grassland that receives regular grubbing/discing weed abatement treatments. This plant community is dominated by non-native grasses such as barley (*Hordeum murinum*), wheat (*Triticum aestivum*), bromes (*Bromus* spp.), and oats (*Avena* spp.). Additional species observed in the non-native grassland include Mediterranean mustard (*Hirschfeldia incana*), alkali mallow (*Malvella leprosa*), rattlesnake sandmat (*Euphorbia albomarginata*), and jimsonweed (*Datura wrightii*). Due to existing land uses, no native plant communities or natural communities of special concern were observed on or adjacent to the Project site.

Heritage, Significant, and Specimen Trees

Section 28-63 of the City's Municipal Code includes the following species as protected trees: Oak (Quercus sp.), California Walnut (Juglans Californica), Western Sycamore (Plantanus racemosa), London Plane (Platanus acerifolia) or Deodora cedar (Cedrus deodora) that have at least one trunk (a) 6 inches in diameter at breast height (DBH) as measured four and one-half feet above mean natural grade or (b) a combination of any two trunks measuring a total of 8 inches in DBH as measured four and one-half feet above mean natural grade. According to the Arborist Study and Tree Protection Plan, none of the protected trees, as defined by the City's Municipal Code, were found on the Project site (Appendix D).

Special-Status Plant Species

A total of 37 plant species are listed as state and/or federal threatened, endangered, or candidate species; 1B.1 are listed plants on the CNPS Rare Plant Inventory, and they have been found to have potential to exist within the Project region. Additionally, based on habitat requirements for these species and the availability, the quality of onsite habitat, and the routine onsite disturbances, it was determined that no special-status plant species have potential to occur onsite and are all presumed absent (Appendix C)

Special-Status Wildlife Species

Sensitive animal species include federally and state-listed endangered and threatened species, candidate species for listing by USFWS or CDFW, and/or species of special concern (SSC) pursuant to CDFW. According to the California Natural Diversity database, a total of 95 animal species listed as State or federally threatened, Endangered, or Candidate have the potential to occur within the Project region. Survey results demonstrated that no sensitive species are present at the Project site.

Jurisdictional Waters and Wetlands

No jurisdictional drainages or wetland features were observed on the Project site during the field investigation.

Wildlife Movement

Wildlife corridors connect otherwise isolated pieces of habitat and allow movement or dispersal of plants and animals. Corridors can be local or regional in scale. Their functions may vary temporally and spatially based on conditions and species present. Local wildlife corridors allow access to resources such as food, water, and shelter within the framework of their daily routine. Animals use these corridors, often hillsides or tributary drainages, to move between different habitats. Regional corridors perform these functions on a larger scale, linking two or more large habitat areas and facilitating the dispersal of organisms, thereby allowing for the mixing of genes between populations.

The Project site has not been identified as occurring in a wildlife corridor or linkage. The proposed Project will be confined to areas that have been heavily disturbed and isolated from regional wildlife corridors and linkages. In addition, there are no riparian corridors, creeks, or useful patches of steppingstone habitat (natural areas) within or connecting the site to a recognized wildlife corridor or linkage (Appendix C).

Critical Habitat

Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features essential to its survival and eventual recovery. The Project site is not located within federally designated Critical Habitat. The nearest designated Critical Habitat to the site is located approximately 0.59 miles to the west for spreading navarretia (*Navarretia fossalis*) and 1.59 miles to the southwest for thread-leaved brodiaea (*Brodiaea filifolia*).

4.5.4 Cultural Resources

Historical Setting

The City of Hemet is located in the San Jacinto Valley. Growth in the San Jacinto Valley was relatively slow until the arrival of reliable water sources, which coincided with the arrival of the California Southern Railroad. On January 27, 1887, William F. Whittier and builder Edward L. Mayberry formed the Lake Hemet Water Company and the Hemet Land Company. The Hemet Land Company purchased 6,000 acres of sloping land

to subdivide the land, guaranteeing water by the Lake Hemet Water Company, and selling irrigated parcels to farmers and town merchants. The Lake Hemet Dam was constructed in the Hemet Valley across a 40-foot-wide gorge located between two high bluffs. Mayberry and his crew placed the first stone for the Lake Hemet Dam on June 6, 1891. When this arched masonry structure was completed in 1895, it was the largest solid masonry dam in the nation. During construction, water from Lake Hemet began to be distributed to farmers who grew alfalfa, citrus, apricots, potatoes, olives, walnuts, and other crops (Appendix E, pp. 20-21).

In 1888, Hemet became a trading center for the San Jacinto Valley's agricultural industry and remained an agricultural and farm community for decades. An elementary school was opened in 1893, and Whittier and Mayberry built the first high school in 1894. Throughout the 1900s, the community witnessed the installation of power and telephone lines, the formation of the Hemet-San Jacinto Gas Company, the opening of the Andrew Carnegie Library in 1919, and the construction of a new Santa Fe Depot at the corner of Florida Avenue and State Street in 1914 (Appendix E, pp. 21).

The 1960s brought "large-scale residential development" to Hemet. In the 1980s, subdivisions of single-family homes began to sprout from former ranch land with a subsequent retail expansion. The local economy began another transition to a family-oriented commuter-based economy with growth driven by externally earned income. The City experienced steady increase in the 1990s, with housing starts skyrocketing in the early 2000s. By 2010, 78,657 people lived in Hemet. Hemet today retains much of its retirement orientation but is also home to significant numbers of younger families drawn to good schools and relative affordability (Appendix E, pp 21).

Archaeological Setting

The Paleo-Indian Period is associated with the terminus of the late Pleistocene (11,500 to circa 9,000 years ago). Paleo Indians were likely attracted to multiple habitat types, including mountains, marshlands, estuaries, and lakeshores. These people likely subsisted using more generalized hunting, gathering, and collecting of birds, mollusks, and large and small animals (Appendix E, pp 6).

The Archaic Period (circa 9,000 to 13,000 years ago) was a period when increased moisture allowed for more extensive occupation of the region. Material culture related to this time period includes mortar and pestle, dart points, and arrow points. The Project is within an area where the traditional use territories of the Gabrielino, Luiseno, and Cahuilla meet (Appendix E, pp. 7 through 9).

Approximately 1,300 years ago, during the Late Prehistoric Period, bow and arrow technology started to emerge. Brownware and buffware pottery vessels started to diffuse across the Southern California deserts. The shift in material culture assemblages is primarily attributed to the emergence of Shoshonean (Takic-speaking) people who entered California from the east (Appendix E, pp 9 and 10).

Sedentism continued to intensify through the Protohistoric Period (1790 to present). The Cahuilla, the Gabrielino, and the Luiseño, all Takic-speaking groups, occupied portions of present-day Riverside County during this period in the vicinity of the Project area (Appendix E, pp. 10).

Project Site

The Project site currently consists of vacant, undeveloped land with a small gravel parking lot in the northeast corner. Historical aerial photographs from 1949 indicate that the site was previously used for agricultural purposes and contained residences, including barns and storage structures. By 1967, the residences had been removed, and the remaining portions of the site were used solely for agriculture. Later aerial images show the discing and abandonment of agricultural activities on the site (as described in the Phase I Environmental Site Assessment prepared for the Project site, included as Appendix H).

The Cultural Resources Study for the Project site identified 19 resources (nine prehistoric and 10 historic) within one mile of the Project site boundaries. The prehistoric resources include six bedrock milling sites, one potential rock shelter, and two isolates. The historic resources include two trash scatters, the Hemet-Ryan airport, a single-family residence, a segment of the Atchison, Topeka, and Santa Fe/San Jacinto Valley Railroad, two farm properties, a foundation with a standpipe, a communication line, and an airport hangar (Appendix E). None of these resources are within the Project site. The Cultural Resources Study and records search also identified 37 cultural resources studies conducted for locations within one mile of the Project site, none of which included the subject property. However, none of the studies identified cultural resources within the Project site.

The field survey conducted as part of the Cultural Resources Study identified zero structures from the historic era (older than 50 years) within the Project site (Appendix E). Historic structures identified in the aerial photographs were demolished between 1962 and 1967, and no features, artifacts, or evidence associated with these structures were observed.

4.5.5 Energy

Electricity

The Southern California Edison Company (SCE) is the electrical purveyor in the City of Hemet. SCE provides electricity to more than 15 million people in a 50,000 square-mile area of central, coastal and Southern California. According to the California Energy Commission (CEC), total electricity consumption in the SCE service area in 2024 was 79,341 GWh (12,239GWh for the industrial sector). The total electricity consumption in Riverside County in 2024 was 17,418 GWh (or 17,418,000,000 kilowatt-hours [kWh]) (CEC, 2026).

California utilities are experiencing increasing demands that require modernization of the electric distribution grid to, among other things, accommodate two-way flows of electricity and increase the grid's capacity. SCE is in the process of implementing infrastructure upgrades to ensure the ability to meet future demands. In addition, as described in the Edison International and SCE's 2024 Annual Report, the SCE electrical grid modernization effort supports implementation of California requirements to achieve carbon neutrality by 2045. The state has set Renewables Portfolio Standards that require retail sellers of electricity to provide 60 percent of power from renewable resources by 2030. The state also requires sellers of electricity to deliver 100 percent of retail sales from carbon-free sources by 2045, including interim targets of 90 percent by 2035 and 95 percent by 2040. In 2024, approximately 46 percent of power that SCE delivered to customers came from carbon-free resources (Edison International and Southern California Edison, 2024).

The Project site is currently served by the SCE electricity distribution systems along the roadways adjacent to it.

4.5.6 Geology and Soils

The City of Hemet generally lies within the eastern portion of the Perris block of the Peninsular Ranges of Southern California. The Peninsular Ranges are characterized by steep, elongated ranges and valleys trending northwestward. The bedrock geology that dominates the eastern portion of the Perris Block consists specifically of Cretaceous and older crystalline and metamorphic rocks.

The Peninsular Ranges have been significantly disrupted by Tertiary and Quaternary strike-slip faulting along the Elsinore and San Jacinto faults, which has resulted in the present terrain. The Project site is primarily flat, with a slight southerly slope. According to the Geotechnical Investigation prepared for the Project site (see Appendix F), there is approximately two feet of elevation differential throughout the site.

Faults and Ground Shaking

The Project site is not within an Alquist-Priolo Earthquake Fault Zone. There are no known active faults within 500 feet of the Project site. According to the Geotechnical Investigation (Appendix F), there is no evidence of faulting on the Project site. Therefore, the possibility of fault rupture is low. The nearest active fault zones are San Jacinto Fault Zone, located approximately 2.61 miles northeast of the Project site and the Elsinore Fault Zone, located approximately 17 miles southwest of the Project site. The nearest active fault is the Casa Loma Fault, located approximately 3.1 miles northwest of the Project site, within the San Jacinto Fault Zone. Both of these faults, as well as other faults in the southern California region, could cause moderate to intense ground shaking during the lifetime of the Project.

Ground Rupture

Ground rupture occurs when movement on a fault breaks through to the surface. Surface rupture usually occurs along pre-existing fault traces where zones of weakness exist. The State has established Earthquake Fault Zones to mitigate the hazard of fault rupture by prohibiting the location of most human occupancy structures across the traces of active faults. Earthquake fault zones are regulatory zones encompass surface traces of active faults with a potential for future surface fault rupture. The nearest Earthquake Fault Zone is the San Jacinto Fault Zone. There are no fault zones within the vicinity of the Project site. Therefore, ground rupture is considered low at the Project site (Appendix F).

Soils

The Geotechnical Investigation describes that artificial fill, topsoil, and loose alluvium were encountered at the ground surface of all six boring locations and extended to depths of approximately 2 to 10 feet below existing site grades. The artificial fill soils consist of very loose to medium-dense silty fine sands with trace amounts of medium to coarse sand and occasional gravel content. Native alluvium was encountered at the ground surface of all of the boring locations, extending at least to the maximum depth explored of 50 feet below ground surface (bgs). The alluvium generally consists of gray-brown to red-brown, moist, medium-dense sand to silty sand, with localized silt and clay layers (Appendix F).

Expansive Soils

Expansive soils are soils that contain water-absorbing minerals, which expand when they absorb water. These soils can damage buildings due to the force they exert as they expand. Expansive soils contain certain clay minerals that shrink or swell in response to changes in moisture content; this shrinking or swelling can cause structures built on such soils to shift, crack, or break. Arid or semiarid areas with seasonal changes of soil moisture experience a much higher frequency of problems from expansive soils than areas with higher rainfall and more constant soil moisture. The Geotechnical Investigation describes that the near-surface Project site soils consist of topsoil, artificial fills, and alluvium; these soils, which include “clayey” soils, are classified as low to medium expansive (Appendix F).

Groundwater

Groundwater was not encountered at any of the boring locations, which extended to at least 50 feet below ground surface (bgs). Additionally, regional groundwater maps and data have indicated that shallow groundwater conditions do not exist locally or historically (Appendix F). Based on the lack of groundwater within the borings, and the low moisture contents of the recovered soil samples, the highest regional groundwater in the vicinity of the Project site is considered to be at a depth of 100 feet bgs (Appendix F).

Liquefaction, Lateral Spreading, and Settlement

Liquefaction occurs when vibrations or water pressure within a soil mass cause the soil particles to lose contact with one another. As a result, the soil behaves like a liquid, cannot support weight, and can flow down very gentle slopes. This condition is usually temporary and is most often caused by an earthquake vibrating water-saturated fill or unconsolidated soil. Soils that are most susceptible to liquefaction are clean, loose, saturated, and uniformly graded fine-grained sands that lie below the groundwater table within approximately 50 feet below the ground surface. Clayey (cohesive) soils or soils which possess clay particles above 20 percent are generally not considered to be susceptible to liquefaction, nor are those soils which are above the historic static groundwater table.

As discussed previously, the borings conducted as part of the site-specific geotechnical report for the Project site did not encounter groundwater. Thus, Project site soils are not susceptible to liquefaction (Appendix F). As such, the Project site also has low potential for lateral spreading. The Geotechnical Investigation concluded that post-construction soils within the Project site have an estimated differential settlement of 2 to 3 inches within the upper 50 feet of the soil (Appendix F).

Subsidence

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement and occurs in areas with subterranean oil, gas, or groundwater. Effects of subsidence include fissures, sinkholes, depressions, and disruption of surface drainage. According to the Geotechnical Investigation, an estimated shrinkage potential of 10 to 15 percent is expected during the removal and compaction of the artificial fill and near-surface native soils. A subsidence of 0.1 to 0.2 feet is estimated to occur within the Project site (Appendix F).

Landslides

Earthquake-induced landslides often occur in areas where previous landslides have occurred and in areas where the topographic, geologic, geotechnical, and subsurface groundwater conditions are conducive to permanent ground displacements. As discussed in the Geotechnical Investigation, the site and surrounding vicinity are relatively flat and would not be susceptible to landslides (Appendix F).

Unique Geologic Feature

Unique geologic features are those that are unique to the field of geology. The Project site consists of Holocene and late Pleistocene (present-day to approximately 120,000 years ago) young alluvial fan deposits (Qyfa) of Bautista Canyon. Potentially fossiliferous, older Pleistocene-aged deposits underlie these deposits; however, the thickness of the Holocene to late Pleistocene alluvial deposits is unknown at the Project site.

Paleontological Resources

Paleontological resources include fossilized remains, traces, or imprints of organisms preserved in or on the earth's crust that are of paleontological interest and provide information about the history of life on earth. Significant paleontological resources are defined as fossils or assemblages of fossils that are unique, unusual, rare, uncommon, or important for defining a particular time frame or geologic stratum, or that contribute to an existing body of knowledge in specific areas within local formations or regionally.

The young alluvial fan deposits mapped at the Project site's surface is considered to have low potential to yield significant paleontological resources. However, the underlying late Pleistocene alluvial fan deposits are deemed to have high paleontological sensitivity.

A paleontological literature review and records search was conducted for the Project site. The records search did not identify any previously recorded fossil localities within the boundaries of the Project. The closest known recorded fossil locality is about 1 mile southwest of the Project site, consisting of the bones of an extinct horse and other unidentified large mammal remains. Numerous terrestrial Ice Age vertebrate fossils have been discovered at the Diamond Valley Lake Reservoir, approximately 2 to 3 miles south of the Project site (Appendix G). Based on the presence of nearby significant fossil localities, the underlying Pleistocene old alluvial fan deposits mapped at the Project site are considered to have a high potential to yield significant paleontological resources.

4.5.7 Greenhouse Gas Emissions

Gases that trap heat in the atmosphere are known as greenhouse gases (GHGs). The primary concern with GHGs is that increases in their concentrations contribute to global climate change. Global climate change is a change in the average weather on Earth that wind patterns, storms, precipitation, and temperature can measure. Although there is disagreement as to the rate of global climate change and the extent of the impacts attributable to human activities, most in the scientific community agree that there is a direct link between increased emissions of GHGs and long-term global temperature increases.

The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Because different GHGs have different warming potential, and CO_2 is the most common reference gas for climate change, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e). For example, SF_6 is a GHG commonly used in the utility industry as an insulating gas in circuit breakers and other electronic equipment. SF_6, while comprising a small fraction of the total GHGs emitted annually worldwide, is a much more potent GHG, with 22,800 times the global warming potential of CO_2. Therefore, an emission of one metric ton (MT) of SF_6 could be reported as an emission of 22,800 MT of CO_2e. Large emission sources are reported in million metric tons (MMT) of CO_2e. The principal GHGs are described below, along with their global warming potential.

Carbon dioxide: Carbon dioxide (CO_2) is an odorless, colorless, natural GHG. Carbon dioxide's global warming potential is 1. Natural sources include the decomposition of dead organic matter, respiration of bacteria, plants, animals, and fungi, evaporation from oceans, and volcanic outgassing. Anthropogenic (manmade) sources are from burning coal, oil, natural gas, and wood.

Methane: Methane (CH_4) is a flammable gas and the main component of natural gas. It has a lifetime of 12 years and a global warming potential of 28. Methane is extracted from geological deposits (natural gas fields). Other sources are landfills, manure fermentation, and organic matter decay.

Nitrous oxide: Nitrous oxide (N_2O) (laughing gas) is a colorless GHG with a lifetime of 121 years and a global warming potential of 265. Sources include microbial processes in soil and water, fuel combustion, and industrial processes.

Sulfur hexafluoride: Sulfur hexafluoride (SF_6) is an inorganic, odorless, colorless, nontoxic, nonflammable gas with a lifetime of 3,200 years and a high global warming potential of 23,500. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas.

Perfluorocarbons: Perfluorocarbons (PFCs) have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above the Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Their global warming potential ranges from 7,000 to 11,000. Two main sources of perfluorocarbons are primary aluminum production and semiconductor manufacturing.

Hydrofluorocarbons: Hydrofluorocarbons (HFCs) are a group of GHGs containing carbon, chlorine, and at least one hydrogen atom. Their global warming potential ranges from 100 to 12,000. Hydrofluorocarbons

are synthetic manmade chemicals used as a substitute for chlorofluorocarbons in applications such as automobile air conditioners and refrigerants.

Some potential effects of global warming in California may include loss in the snowpack, sea level rise, more extreme heat days per year, more high ozone days, more forest fires, and more drought years. Globally, climate change can impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. The projected effects of global warming on weather and climate are likely to vary regionally but are expected to include the following direct effects:

- Higher maximum temperatures and more hot days over nearly all land areas;
- Higher minimum temperatures, fewer cold days and frost days over nearly all land areas;
- Reduced diurnal temperature range over most land areas;
- Increase of heat index over land areas; and
- More intense precipitation events.

Many secondary effects are projected to result from global warming, including changes in disease vectors and changes in habitat and biodiversity. While the possible outcomes and the feedback mechanisms involved are not fully understood, and much research remains to be done, the potential for substantial environmental, social, and economic consequences over the long term may be great.

GHGs are produced by both direct and indirect emissions sources. Direct emissions include natural gas consumption, building heating and cooling, landscaping activities, and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal.

Existing Project Site Conditions

The 60.86-acre Project site is vacant and undeveloped, with a small gravel parking lot in the northeast corner. No GHG emissions are currently generated from the proposed Project site, which is located in the City of Hemet. The primary GHG emissions in the City of Hemet are from on-road transportation, building energy, and waste.

4.5.8 Hazards and Hazardous Materials

Environmental Site Conditions

The Project site is currently undeveloped vacant land that is partially graded. In the northeast corner of the site, a small gravel parking lot connects to a dirt access road along the eastern boundary. The site also has moderate coverage of dry non-native grasses and weeds, with an area of trees in the northwest portion.

- **South:** Hemet-Ryan Airport and undeveloped land.
- **North:** Commercial centers, West Florida Avenue, and a mobile home park.
- **East:** Solar photovoltaic farm and vacant partially graded land.
- **West:** Mobile home park and RV storage.

The Phase I Environmental Site Assessment (ESA) prepared for the Project site (Appendix H) describes that the Project site was historically used for agricultural purposes from 1949 to 2006 and has since remained vacant, fallow agricultural land. The Phase I ESA did not identify any RECs, CRECs, or HRECs associated with the Project site. However, a potential environmental concern was identified due to the historical agricultural use of the site. As a result, there is a possibility that chemicals such as pesticides, herbicides, and fertilizers may have been stored on the property.

As shown in Figure 3.6a of the City of Hemet Land Use Element, the Project site is within the boundaries of the Hemet-Ryan Airport Land Use Compatibility Plan Map. Specifically, the Project site is within the Runway Buffer Area Zone (Zone D) for the northern portion of the site, the Extended Approach/Departure Zone (Zone C) for the southeast portion of the site, and the Adjacent Runway Zone (Zone B-2) within the southwest portion of the site.

No gasoline service stations or dry cleaners are in the immediate vicinity (approximately 500 feet) of the Project site, and there are no off-site hazardous material sources of environmental concern surrounding it.

Other Environmental Conditions

According to the City of Hemet General Plan Safety Element and the Department of Conservation California Earthquake Hazards Zone Application ("EQ Zapp"), the Project site is not within:

- **Geologic:** Alquist Priolo earthquake fault zone; County-identified fault zone; rockfall/debris-flow hazard area, medium or high liquefaction area (has moderate liquefaction potential).
- **Fire:** high or very high fire hazard severity zone.

According to the Flood Insurance Rate Map (FIRM), published by the Federal Emergency Management Agency (FEMA) (06071C6475H), the Project site is primarily located in "Zone X", an area of minimal flood hazard. According to the Hydrology Report for the Project (Appendix I), the Project site is not located within an existing FEMA floodplain.

Evacuation Routes

According to the Hemet General Plan Public Safety Element, the City has no designated evacuation routes. Still, it would follow appropriate protocols listed in the City's EOP and Riverside County LHMP as needed. Furthermore, in the event of an emergency evacuation, the police department would be primarily responsible (City of Hemet, 2012a).

Airports

According to the Hemet-Ryan ALUCP, which guides land use decisions in areas that may affect airport operations, the northern portion of the Project is designated Runway Buffer Area Zone (Zone D), the southeast portion under the Extended Approach/Departure Zone (Zone C), and a small portion of the site in the southwest corner is zoned Adjacent to Runway Zone (Zone B-2). Further, the Project site is inside the 65 dBA CNEL airport noise impact zone, as shown in Figure 6.8 of the City's Public Safety Element (City of Hemet, 2012a).

4.5.9 Hydrology and Water Quality

Regional Hydrology

The City of Hemet is located within the Santa Ana and San Diego Basin. The Santa Ana River Basin drains into the Pacific Ocean in Orange County, while the San Diego Basin drains into the Pacific Ocean in San Diego County.

The City of Hemet contains river systems, numerous lakes and reservoirs, and natural drainage areas. Major waterways within the City include Diamond Valley Lake, the San Jacinto River, the San Diego Aqueduct, the Hemet Channel, Lake Hemet Main Canal, Salt Creek Channel, Bautista Wash, and the Casa Loma Canal Aqueduct.

Watershed

Watersheds are defined as areas of land where the water that is under it or that drains off it flows to the same place. The Santa Ana RWQCB identifies watersheds and various groupings and subdivisions (e.g., watershed management areas, hydrologic areas, and hydrologic subareas) in the Santa Ana RWQCB Basin Plan. The proposed Project site is located within the Santa Ana River Watershed.

The San Jacinto Basin is drained by the San Jacinto River and recharged by surface runoff from adjacent mountains and hills, rainfall directly on the valley floor, and return flow from water applied to overlying uses. The San Jacinto Basin serves as a natural storage reservoir and filtering system for wells located within it. In addition, the San Jacinto Basin has a Groundwater Replenishment Program, which uses untreated imported water to recharge the San Jacinto Basin.

The City of Hemet has adopted EPA's NPDES regulations to reduce pollutants in urban runoff and stormwater flows. The Santa Ana RWQCB issued the City an MS4 Permit (Order No. R8-2010-0036), which establishes pollution prevention requirements for planned developments. The City participates in an Area-wide Urban Stormwater Runoff Management Program to comply with the MS4 permit requirements. Runoff is managed and regulated under the NDPES MS4 permit and the associated Storm Water Management Program.

Groundwater Basin

Groundwater is the supply of fresh water found beneath the Earth's surface. It is a major source of drinking water in southern California and within the City of Hemet. A groundwater basin is an area underlain by permeable materials capable of storing a substantial amount of water. Groundwater basins are three-dimensional and encompass both the surface extent and all subsurface freshwater-yielding material.

The largest sources of groundwater for the planning area are the Hemet-San Jacinto Basins, which underlie a majority of the planning area with water-bearing strata. The Hemet-San Jacinto Basins comprise the Hemet South, Hemet North, Canyon, and San Jacinto Upper Pressure subbasins. These basins have a potential capacity of approximately 1.3 million acre-feet; however, only 400,000 acre-feet are estimated to be usable. Groundwater storage in all the Hemet-San Jacinto Basins has been reduced by about 14,000 acre-feet per year (AFY) due to overdraft for the period from 1958 to 2001. Current estimates of overdraft are approximately 10,000 AFY. Water supply projections show the need for an additional 15,000 AFY to accommodate future growth (City of Hemet, 2020).

The Project area is within the Hemet South Groundwater Basin, a subbasin of the San Jacinto Groundwater Basin. It is estimated that about 40,000 acre-feet of groundwater can be withdrawn from the Hemet and San Jacinto Groundwater Basins during an average year without depleting the aquifer as natural recharge is augmented by spreading imported and reclaimed water within the basins.

Surface Water Quality

Most of the Santa Ana River's tributary streams are historically ephemeral, with flow occurring almost exclusively in winter in response to heavy precipitation. Major tributaries to the Santa Ana River include San Antonio Creek, Chino Creek, San Timoteo Creek, Temescal Creek, Cucamonga Creek, Bear Creek, and Lytle Creek. The Santa Ana Region includes the upper and lower Santa Ana River watersheds, the San Jacinto River watershed, and several other small drainage areas.

The City of Hemet is located within the lower San Jacinto River watershed, which covers 780 square miles in the western half of Riverside County. Flows from the proposed Project site move east to west, ultimately into the Hemet Storm Channel, which drains to the Salt Creek Channel of the City's Master Drainage Plan, as illustrated in Figure 5.4, *Stormwater Drainage*, of the City's General Plan. Flows from the Salt Creek Channel

discharge through the Railroad Canyon Reservoir of the San Jacinto River, then into Temescal Creek, and subsequently into Reach 3 of the Santa Ana River and the Prado Basin Management Zone, before ultimately flowing into the Pacific Ocean. The Basin Plan for the Santa Ana Region is the basis for the Santa Ana RWQCB regulatory programs. The Basin Plan designates beneficial uses for surface and ground waters, sets narrative and numerical objectives that must be attained (or maintained) to protect the designated beneficial uses, and describes implementation programs to protect waters in the region.

Existing Drainage

The existing site is undeveloped and vacant. Topographically, the Project site is relatively flat with an elevation differential of approximately 2 feet throughout the Project site. Areas draining directly to the site are mostly impervious surfaces, such as the solar farm to the east of the Project site. Runoff moves from the east of the site to the west and ponds at the west and northwest corners near Florida Avenue via overland flow. Flows are collected via curbs and gutters and then discharged. As previously stated, flows are conveyed into the Hemet Storm Channel, which drains into the Salt Creek Channel.

Flood Zone

According to the Flood Insurance Rate Map (FIRM), published by the Federal Emergency Management Agency (FEMA) (0606C2085G), the Project site is currently impacted by two FEMA zone areas: Zone "A" floodplains on the northern portion of the site and an unshaded Zone "X" floodplain on the southern portion of the site. Zone "A" is identified by FEMA as an area with a 1 percent annual chance of flooding and a 26 percent chance of flooding over the life of a 30-year mortgage. Because detailed analyses are not performed for such areas, no depths or base flood elevations are shown within these zones. An unshaded Zone "X" is identified by FEMA as areas determined to be outside the 0.2 percent annual chance floodplain.

The Riverside County Flood Control and Water Conservation District (RCFCWCD) and the City of Hemet provide stormwater drainage infrastructure and maintenance services for the Project area. The major stormwater drainage facility within the Project vicinity is the Hemet Storm Channel, which the City owns and maintains. Located within Hemet, the City owns 24 retention and detention basins; 26 basins are privately owned and maintained, and one basin is owned and maintained by the RCFCWCD.

4.5.10 Land Use and Planning

The project site is located in the western part of the City of Hemet, southwest of the intersection of West Acacia Avenue and Cawston Avenue North, within western Riverside County.. The Project site encompasses approximately 60.86 acres and comprises one parcel identified as Assessor's Parcel Number (APN) 456-010-025. The Project site has a General Plan land use designation of C-C, and the southern portion of the site has a designation of B-P. The site's northern portion is zoned Commercial C-2 and covers 23.9 acres; the southern portion of the site is zoned B-P and covers 36.96 acres.

Land uses surrounding the Project site are varied and include vacant land with some scattered residential and commercial:

- **North:** Shopping center, Mobile home park, and Auto center
- **West:** The Lakes at Hemet West Mobile Home Park.
- **South:** Hemet-Ryan Airport and Undeveloped land
- **East:** Solar Photovoltaic farm and Undeveloped land

4.5.11 Noise

Existing Noise Levels

To assess the existing noise level environment, 24-hour noise level measurements were taken at various locations, which are shown in Figure 5.11-1. The noise level measurements were positioned as close to the Project site as possible to assess the existing ambient hourly noise levels. The background ambient noise levels in the Project site are dominated by traffic on West Florida Avenue and West Acacia Avenue, as well as airport activities to the south. A description of these locations and the existing noise levels are provided in Table 5.11-4.

Existing Vibration

Aside from periodic construction work that may occur near the Project area, other sources of groundborne vibration include heavy-duty vehicular travel (e.g., refuse trucks and delivery trucks) on area roadways. Trucks traveling at a distance of 50 feet typically generate groundborne vibration velocity levels of around 63 VdB (approximately 0.006 in/sec PPV). They could reach 72 VdB (approximately 0.016 in/sec PPV) when trucks pass over bumps in the road (FTA, 2006).

Existing Airport Noise

The nearest airport to the Project site is Hemet-Ryan Airport, located approximately 700 feet to the south. The noise contour boundaries used to determine the potential aircraft-related noise impacts at the Project site are found on Map HR-2 of the Hemet-Ryan ALUCP (County of Riverside Airport Land Use Commission, 2017). As shown on Figure 5.11-2, the Project site is located within the 55-60 dBA CNEL airport noise impact zone. Industrial land uses are considered compatible with the 55-60 dBA CNEL noise contour boundaries. As shown in Table 6.3 of the City's Public Safety Element, noise levels up to 70 dBA CNEL are considered to be acceptable for this type of land use development (City of Hemet, 2012).

Sensitive Receivers

Noise-sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Noise-sensitive land uses are generally considered to include: residences, schools, hospitals, and recreation areas. The closest sensitive receptors to the Project site are residential uses, part of a mobile home park, located approximately 25 feet west of the Project site. Additionally, a mobile home park is located approximately 120 feet north of the site across West Acacia Avenue and West Florida Avenue. Other sensitive land uses in the Project study area located at greater distances than those identified in this noise study will experience lower noise levels than those presented in this report due to the additional attenuation from distance and the shielding of intervening structures.

4.5.12 Population and Housing

The Project site encompasses approximately 60.86 acres and comprises one parcel identified as Assessor's Parcel Number (APN) 456-010-025. The site is currently vacant and partially graded, with a small gravel parking lot in the northeast corner of the site that connects to a dirt access road along the eastern site boundary. The northern portion of the Project site has a General Plan land use designation of C-C and the southern portion has a B-P land use designation. The south portion of the Project site is zoned B-P and the northern portion of the site is zoned C-2.

The proposed Project would subdivide the existing parcel into four separate parcels and change the site's existing zoning from C-2 to B-P. The zone change to B-P would accommodate the portion of the proposed Project that would develop industrial warehouse uses, whereas the subdivision would allow the proposed Project to develop multiple facilities for different operations and businesses.

Population

Based on the 2024 SCAG Connect SoCal methodology, the City of Hemet had a population of 89,100 persons in 2019 and estimates that the City's population will increase to 145,938 in 2050[1], which is a 64 percent increase. Assuming the City of Hemet's population increased at a consistent rate between 2019 and 2050, the City would add approximately 1,895 persons per year. Comparatively, the entire population of Riverside County is anticipated to increase from 2,386,000 persons in 2019 to 2,992,000 persons in 2050, an increase of 606,000 persons. This represents a 25 percent increase between 2019 and 2050. Assuming the County's population increased consistently between 2019 and 2050, the County would add approximately 20,200 persons per year.

Estimates of population for cities and counties in California are determined annually by the Department of Finance (DOF). The most recent data available is from January 2026, in which the City of Hemet had an estimated population of 91,479 persons, while the County of Riverside had an estimated population of 2,506,824 persons (DOF, 2026). Thus, the current population of the City of Hemet and the County of Riverside are within the existing SCAG regional growth projections.

Housing

According to SCAG's 2024-2050 RTP/SCS, the City of Hemet is projected to add approximately 19,500 households by 2045 (see Table 5.12-2). Assuming the City of Hemet adds to the housing stock at a consistent rate between 2019 and 2050, the city would add approximately 975 dwelling units per year. Comparatively, the County is expected to add approximately 318,000 households by 2050, or assuming the County added to the housing stock at a consistent rate between 2019 and 2050, the County would add approximately 17,100 dwelling units per year.

Along with population estimates, the number of housing units is determined by the DOF and updated annually. The most recent data available is from January 2026. An estimated 37,449 housing units and 904,277 housing units within the City of Hemet and the County of Riverside, respectively (DOF, 2026). Thus, the existing number of housing units in the City of Hemet and the County of Riverside are within SCAG regional growth projections.

Employment

The most recent job count in the City of Hemet is from the State Employment Development Department, which estimated 33,300 jobs in April 2026 (EDD, 2026). In addition, the annual average number of jobs in the County of Riverside for April 2026 totaled 1,128,400 (EDD, 2026). Since 2019, the number of jobs within the region has increased by 281,400.

According to SCAG's 2024-2050 RTP/SCS, the City of Hemet is projected to add approximately 23,500 jobs between 2019 and 2050 (Table 5.12-3). This represents a roughly 95 percent increase. Assuming the

[1] The 2050 population estimate was derived using the methodology presented in Section 4.5 of the SCAG Demographics & Growth Forecast which states that an estimate of the future City-level population based on 2024 Connect SoCal's household forecast can be derived using a county-level Population: Housing ratio from TABLE 12 in the SCAG Demographics & Growth Forecast and applying it to the City's future household growth (Southern California Association of Governments, 2024).

City of Hemet added employment opportunities at a consistent rate between 2019 and 2050, the City would add approximately 1,175 jobs per year. Comparatively, the County is projected to add approximately 338,000 jobs (or 40 percent) between 2019 and 2050. Assuming the County added employment opportunities consistently between 2019 and 2050, the County would add approximately 16,900 jobs per year.

Jobs – Housing Ratio

The jobs-housing ratio is a general measure of the total number of jobs and housing units in a defined geographic area without regard to economic constraints or individual preferences. SCAG applies the jobs-housing ratio at the regional and subregional levels to analyze the fit between jobs, housing, and infrastructure. A significant focus of SCAG's regional planning efforts has been to improve this balance. SCAG defines the jobs-housing balance as follows:

> Jobs and housing are balanced when an area has enough employment opportunities for most of the people who live there and enough housing opportunities for most of the people who work there. The region as a whole is, by definition, balanced…. Job-rich subregions have ratios greater than the regional average; housing-rich subregions have ratios lower than the regional average. Ideally, the job-housing balance would… assure not only a numerical match of jobs and housing but also an economic match in the type of jobs and housing.

No ideal ratio is adopted in State, regional, or City policies. However, the American Planning Association recommends a target ratio of 1.5 jobs per housing unit; communities with more than 1.5 jobs per dwelling unit are considered "jobs rich," meaning that more employment opportunities are provided than housing in the area. Those with fewer than 1.5 are considered "housing rich," meaning that more housing is provided than employment opportunities in the area (Weitz, 2003). A job-housing imbalance can indicate potential air quality and traffic problems associated with commuting. The projected 2050 jobs-to-housing ratio for the City of Hemet and Riverside County are 0.93 and 1.09, respectively; that is, both the City of Hemet and Riverside County are housing-rich. Therefore, it is possible that residents in the City of Hemet commute to other incorporated cities or other counties for employment. Approximately 16 percent of workers from Hemet commuted seven or more hours weekly in 2021 (SCAG, 2022).

4.5.13 Public Services

Fire Services

The City of Hemet Fire Department is responsible for all fire suppression, rescue activities, and emergency services. Additionally, the City has entered into a reciprocal mutual aid agreement with the California Department of Forestry and Fire Protection (CAL FIRE). The Hemet Fire Department provides fire suppression, emergency medical services (paramedic and non-paramedic), ambulance services, hazardous materials (HAZMAT) response, arson investigation, technical rescue, hazard abatement, response to acts of terrorism, and support for natural disaster response. It currently consists of three battalion chiefs, 15 fire captains, 21 firefighters/paramedics, one fire prevention officer, one emergency services coordinator, two public safety dispatchers, and one call taker (City of Hemet, 2023). The total full-time staffing at the Fire Department is, therefore, 44 when positions are filled. According to the Hemet General Plan Public Safety Element, average Fire Department response times are just under 7 minutes compared to a standard of 5 minutes or less for 80 percent of fire and emergency medical calls (City of Hemet, 2012a).

The City of Hemet is served by five fire stations, which are supplemented by an administrative office and training center. The closest fire station to the Project site is Fire Station 3, located approximately 0.5 miles north of the site, at 4110 W. Devonshire Ave, Hemet, CA 92545.

Law Enforcement Services

The Hemet Police Department (PD) is responsible for law enforcement and public safety activities in Hemet. The Hemet PD headquarters are located at 450 E. Latham Street, 3.0 miles east of the Project site, and have two substations. Additionally, the Riverside County Sheriff's Department Hemet Station is located at 43950 Acacia Avenue, 7.7 miles east from the Project site.

Hemet PD currently services the entire city of Hemet, with sworn officers, support staff, and a large contingent of part-time volunteers. As of March 2026, the Hemet PD had 84 sworn officers and 46.7 professional staff (Hemet Police Department, 2026). Additionally, the average response time for Hemet PD in June 2024 was 4.8 minutes for emergency services (Hemet Police Department, 2024). The City of Hemet has a standard response time of 9 minutes for emergency calls in urban areas and a standard of 7 minutes per emergency response calls in non-urban areas, which the Hemet PD currently meets (City of Hemet, 2012a). The Hemet PD is currently capable and has the resources to adequately service the area of Hemet. The Hemet PD headquarters is located at 450 E. Latham Street, 3.0 miles east of the Project site. There are also additional auxiliary support divisions to the headquarters department. Hemet PD is authorized for 91 sworn police personnel (City of Hemet, 2022).

Park Services

Parks within the city and its vicinity are maintained and operated by the City of Hemet Public Works Department, the Valley-Wide Parks and Recreation District, the Hemet Unified School District (HUSD), and the Riverside County Department of Parks and Recreation. Existing parks within the city include 16 parks on approximately 700.25 acres (City of Hemet, 2012b). At an estimated population of 91,479 in 2026, the ratio of existing parkland acres per 1,000 residents is 7.65 (DOF, 2026). The parks and recreation facilities closest to the Project site include David R Oltman Community Park at 985 Cawston Avenue North (approximately 1.5 miles from the Project site), Gibbel Park at 2350 West Latham Avenue (approximately 1.5 miles from the Project site), and Mary Henley Park at 11501 Cypress Avenue East (approximately 1.6 miles from the Project site).

School Services

The Project site is within the boundary of the Hemet Unified School District (HUSD). The HUSD currently operates 32 schools, including: one preschool, 14 elementary schools, six middle schools, two kindergartens (TK) through middle schools, five high schools, four alternative schools, and one adult school (HUSD, 2024). As of the 2025/2026 school year, the HUSD had a total enrollment of 22,791 students (California Department of Education, 2026). The Project site is closest to Cawston Elementary School at 4000 West Menlo Avenue (approximately 1.2 miles from the Project site), Rancho Viejo Middle School at 985 Cawston Avenue North (approximately 1.5 miles from the Project site), and Springs Charter School at 801 Kirby Street (approximately 1.7 miles from the Project site).

Other Public Facilities

Other governmental services include various public and quasi-public facilities, such as libraries, medical clinics, urgent care centers, hospitals, social service centers, senior centers, and other community resources. The closest library facility to the Project site is the Hemet Public Library, located at 300 E Latham Ave, approximately 3.4 miles west of the site. The nearest public health care facility to the Project site is the

Hemet Valley Healthcare Center, located at 371 N Weston Place, approximately 3.8 miles from the Project site.

4.5.14 Transportation

Existing Roadway Network

The Project site is located within the western portion of Riverside County in the City of Hemet, southwest of the intersection of West Acacia Avenue and Cawston Avenue North. State Route 74 (SR-74) and State Route 79 (SR-79) provide regional access to the site. Local access to the site is available via Warren Road, Acacia Avenue, Cawston Avenue North, Sanderson Avenue, and Stetson Avenue, all within the jurisdiction of the City of Hemet. The characteristics of each roadway are discussed below:

- **State Route 79.** State Route 79 (SR 79) provides regional access to the Project site and is located approximately 2.9 miles west of the Project site and accessible via the Newport Road interchange. In this location, the highway consists of two lanes in both directions. SR-79 connects to I-15 and I-10, connecting San Bernardino County, Los Angeles County, and San Diego County.
- **State Route 74.** The proposed Project has regional access via SR-74, which connects to Interstate 215 (I-215), SR-79, which connects to Interstate 15 (I-15), and Interstate 10 (I-10), which provides connections to San Bernardino County, Los Angeles County, and San Diego County.
- **Warren Road.** Warren Road is designated as an arterial per the City of Hemet General Plan 2030. In the vicinity of the study area, it features two northbound lanes and one southbound lane between SR-74 and Whittier Avenue. Despite having a Class II bike lane designation, no such lanes are observed near the study area. Sidewalks are provided on the street's eastern side between SR-74 and Whitter Avenue. Warren Road has a posted speed limit of 55 miles per hour (mph).
- **Acacia Avenue.** Acacia Avenue is classified as secondary per the City of Hemet General Plan 2030. Near the study area, Acacia Avenue comprises two lanes between SR-74 and Cawston Avenue North, and two eastbound lanes plus one westbound lane between Cawston Avenue North and Sanderson Avenue. Despite having a Class II bike lane designation, Acacia Avenue does not feature bike lanes. Sidewalks are provided on both sides of Acacia Avenue between Cawston Avenue North and Sanderson Avenue. The posted speed limit is 40 mph on Acacia Avenue near the Project site.
- **Cawston Avenue North.** Cawston Avenue North is classified as secondary as per the City of Hemet General Plan 2030. In the immediate vicinity of the study area, Cawston Avenue North features four lanes between SR-74 and Acacia Avenue. Despite having a Class II bike lane designation, Cawston Avenue North does not feature bike lanes. Sidewalks are provided on both sides of Cawston Avenue North between SR-74 and Acacia Avenue. The posted speed limit is 30 mph on Cawston Avenue North near the Project site.
- **Sanderson Avenue.** Sanderson Avenue is classified as Major per the City of Hemet General Plan 2030. In the vicinity of the study area, Sanderson Avenue is built as a four-lane road. Bike lanes are not observed near the study area. Sidewalks are provided on both sides of Sanderson Avenue between SR-74 and Stetson Avenue. The posted speed limit is 30 mph on Sanderson Avenue between SR-74 and Acacia Avenue and 45 mph between Acacia Avenue and Stetson Avenue.
- **Stetson Avenue.** Stetson Avenue is classified as Major per the City of Hemet General Plan 2030. In the vicinity of the study area, Stetson Avenue is built as a four-lane road. Bike lanes are not observed near the study area. Sidewalks are provided on the south side of Stetson Avenue between Cawston Avenue North and Sanderson Avenue. The posted speed limit is 45 mph on Stetson Avenue near the project site.

Existing Truck Routes

Figure 3-13, *Truck Route*, shows that regional truck routes to the City of Hemet, specifically the Project site, follow SR-74 and SR-79. Hemet has also approved several local truck routes. The "Truck Route" designation is intended to route truck traffic on City arterials so that trucks cause the least amount of neighborhood disruption. Pursuant to Hemet Municipal Code Section 78-61, the City of Hemet's designated truck routes are located on:

- Florida Avenue;
- Warren Road;
- Sanderson Avenue;
- State Street and San Jacinto Street north of Florida Avenue;
- Menlo Avenue between Sanderson Avenue and San Jacinto Street;
- Stetson Avenue between Sanderson Avenue and State Street; and
- Domenigoni Parkway.

The local truck routes serving the proposed Project include Sanderson Avenue, State Street, and Florida Avenue. Direct access routes to the Project site for trucks would include SR-74 to Florida Avenue and then West Acacia Avenue. Another truck route would follow SR-79 to Esplanade Avenue, continue onto Warren Road, then Florida Avenue, and finally West Acacia Avenue.

Existing Site Access

Access to the City of Hemet is provided via SR-74 and SR-79. Local access to the site is provided from West Acacia Avenue and Cawston Avenue North, which run adjacent to the Project site.

Traffic Study Area

The traffic study area below includes those intersections to which the Project would add 50 or more peak hour trips (Appendix M). The traffic study area includes signalized intersections and two-way stop-controlled (TWSC) intersections. The following intersections were included in the analysis:

- #1-SR-79/SR-74 (Existing-Signal)
- #2- Four Seasons Blvd/SR-74 (Existing-Signal)
- #3- California Ave/SR-74 (Existing-Signal)
- #4- Warren Rd/SR-74 (Existing-Signal)
- #5- Acacia Ave/SR-74 (Existing-Signal)
- #6- Project Dwy 1/Acacia Ave (Proposed-TWSC)
- #7- Cawston Ave North /SR-74 (Existing-Signal)
- #8- Cawston Ave North /Acacia Ave (Existing-TWSC)
- #9- Cawston Ave North (To Be Constructed)/Acacia Ave (Proposed-TWSC)
- #10- Cawston Ave North (To Be Constructed)/Project Dwy 2 (Proposed-TWSC)
- #11- Cawston Ave North (To Be Constructed)/Project Dwy 3 (Proposed-TWSC)
- #12- Cawston Ave North (To Be Constructed)/Project Dwy 4 (Proposed-TWSC)
- #13- Sanderson Ave/SR-74 (Existing-Signal)
- #14- Sanderson Ave/Acacia Ave (Existing-Signal)
- #15- Sanderson Ave/Stetson Ave (Existing-Signal)

Existing Level of Service

The existing LOS in the traffic study area are shown in Table 5.14-1. All LOS calculations are provided in Appendix M. Among the ten existing intersections, intersection #1 (SR-79/SR-74) operates at an unsatisfactory LOS during the PM peak hour.

Existing Transit Service

Existing transit and public transportation service in the City of Hemet is provided by Riverside Transit Agency (RTA). RTA routes currently use the Hemet Valley Mall, located near the intersection of Florida Avenue and Kirby Street, as a hub for all routes serving Hemet and for routes connecting to regional destinations. The closest bus route is along Florida Avenue, which is served by Route 28 with stops along Florida Avenue from the Perris Station Transit Center to Valle Vista Library. The closest bus stop to the Project site is located approximately 0.25 miles northwest at the intersection of Florida Avenue and Acacia Avenue and Florida Avenue and Cawston Avenue North.

Existing Bicycle and Pedestrian Facilities

The City's current bikeway circulation includes Class 1 bike paths (off-road), Class 2 bike lanes (on-road, two-way and one-way striped lanes), and Class 3 (on-road, designated for shared use) bike routes. Although there are no observed bike lanes in the Project area, Acacia Avenue has Class II bicycle lanes in both directions, and so does Cawston Avenue North.

The existing pedestrian network within the City is comprised of street sidewalks, paseos in larger scale developments or along portions of Florida and Sanderson Avenues, and regional trails that may be shared with bicyclists or equestrians. As defined by the City's General Plan, Class 1 bike routes provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians, Class 2 bike routes provide a striped lane for one-way bike travel on the street only, and Class 3 bike routes provide for shared use with pedestrians or motor-vehicle traffic. Sidewalks currently exist on Cawston Avenue North and Acacia Avenue except for the area adjacent to the Project site.

Existing Vehicle Miles Traveled

The WRCOG completed an SB 743 Implementation Pathway Study in 2019 to assist their member organizations with answering important implementation questions about the methodology, thresholds, and mitigation approaches for VMT impact analysis. The City of Hemet is one of several WRCOG member organizations. The City of Hemet selected VMT thresholds of significance based on guidance/substantial evidence prepared in the WRCOG and City of Hemet Implementation Studies. The RIVCOM identifies a baseline VMT per service population value, which calculates the number of daily vehicle miles traveled by each member of the "service population," which includes area employees and residents. The Citywide VMT/Service Population is 24.5 and the VMT/Service Population for the Project traffic analysis zone (TAZ 689) is 3.847 (Appendix L).

4.5.15 Tribal Cultural Resources

Native American Tribes

The Project is within an area considered the Traditional Tribal Land of the Luiseño people. As part of developing the Cultural Resources Study (Appendix E), Brian F. Smith and Associates (BFSA) researched various resources to identify potential tribal cultural resources within the Project site. The assessments included a records search at the Eastern Information Center (EIC) at the University of California, Riverside (UCR) on

July 22, 2022, background and literature research, a search of the Sacred Lands File (SLF) by the Native American Heritage Commission (NAHC) on March 10, 2022, outreach efforts with Native American tribal representatives, an examination of geological maps, and an intensive-level pedestrian survey of the Project site. No tribal cultural resources were identified during BFSA's site survey and records search of the Project site (Appendix E).

Existing Site Conditions

As discussed in Section 3.0, *Project Description*, the Project site is vacant and undeveloped, with a small gravel parking lot in the northeast corner. The Cultural Resources Study (Appendix E) identified that the Project site overlies Holocene—and late Pleistocene-aged young alluvial fan deposits, which are predominantly characterized as gravel, sand, and silt. The site is not listed on the NAHC Sacred Lands File.

4.5.16 Utilities and Service Systems

Water Supply and Demand

The Project site is located within the Eastern Municipal Water District's (EMWD) water service area, which provides retail and wholesale water service to an area of approximately 555 square miles in Riverside County. EMWD's service area boundaries include seven incorporated cities and several unincorporated areas of Riverside County. Within the EMWD, the Project is served by the East Valley Service Area.

The Eastern Municipal Water District's Urban Water Management Plan (UWMP) is a tool that provides a summary of anticipated water supplies and demands for the next 20 years for the region that EMWD services, including most of the City of Hemet, other cities, and unincorporated areas in Riverside County.

EMWD uses a diverse portfolio of local and imported water supplies to deliver treated water to its customers. Local supplies include recycled water, potable groundwater, and desalinated groundwater. The Metropolitan Water District of Southern California provides imported water supplies.

EMWD has four sources of water supply: imported water from the Metropolitan Water District of Southern California, local groundwater, desalinated groundwater, and recycled water (EMWD, 2021). The District's water supply combines purchased or imported water, groundwater, and recycled water. Section 5.16, *Utilities and Service Systems*, Table 5.16-1 and 5.16-2 summarizes EMWD's current retail and wholesale water supplies. The EMWD obtained the majority of its potable water supply from purchased or imported water from the Metropolitan Water District of Southern California. EMWD estimates that water supplies in the future are anticipated to be obtained through a similar mix of purchased or imported water, groundwater, and recycled water. The 2020 UWMP anticipates that the District's water supply will increase from 208,900 AF in 2025 to 251,500 AF in 2045, representing a 42,600 AFY increase, to meet the District's anticipated growth in water demands. Water demands within the District are summarized in Table 5.16-3.

Groundwater: EMWD produces potable groundwater from two groundwater management plan areas within the San Jacinto Groundwater Basin. Both management plan areas are part of the San Jacinto Groundwater Basin (DWR Bulletin 118 Groundwater Basin Number 8-05). The areas are the West San Jacinto Groundwater Sustainability Agency Plan Area (West San Jacinto Basin) and the Hemet/San Jacinto Water Management Plan area (Hemet/San Jacinto Basin). EMWD owns and operates two desalination plants that convert brackish groundwater from the West San Jacinto Basin into potable water. These plants provide a reliable source of potable water, protect potable sources of groundwater, and support EMWD's groundwater salinity management program.

Imported Water: EMWD is a member agency of the Metropolitan Water District of Southern California (Metropolitan) and relies on the Metropolitan to provide the majority of its potable water supply and a

small percent of its non-potable water supply. The northern portion of EMWD's service area is supplied by the Metropolitan's Mills Water Filtration Plant (WFP), while the Metropolitan's Skinner WFP supplies the southeastern portion of EMWD's service area. Untreated water from Metropolitan is treated at EMWD's Perris and Hemet WFPs and is also delivered directly to a number of agricultural and wholesale customers.

EMWD's water supply reliability is primarily established through Metropolitan, of which EMWD is a member agency. In the 2020 Metropolitan UWMP, Metropolitan assessed the reliability of water deliveries from the State Water Project and the Colorado River Aqueduct. Metropolitan determined that its water sources will continue to provide a reliable supply to its member agencies during normal, single dry, and multiple-dry years during the UWMP planning horizon. Unprecedented shortages are addressed in the Water Shortage Contingency Analysis and Catastrophic Supply Interruption Planning portions of the Metropolitan UWMP.

Recycled Water: Recycled water is used extensively in EMWD's service area instead of potable water. This offset to municipal demand comes from recycled water used for irrigation of landscapes and industrial purposes. Most of EMWD's agricultural customers also use recycled water, in some cases, in lieu of groundwater production. EMWD's recycled water supply will expand as the population within EMWD's service area continues to grow. EMWD uses all of its recycled water and is limited only by the amount available to serve during peak demands and system losses. EMWD stores recycled water during low demand periods and does not discharge recycled water. The District anticipates this will continue even as the supply grows via programs to retrofit additional landscape customers currently using potable water and indirect potable recharge.

Surface Water: EMWD has the right to divert up to 5,760 acre-feet per year (AFY) of San Jacinto River flows for recharge and subsequent use from September 1 to June 30 each year. EMWD's diverted water is recharged into the groundwater aquifer of the Canyon Groundwater Management Zone and is not used for direct use or sale. The San Jacinto River is ephemeral and, consequently, river flows may be insufficient for any diversion at all in some years.

Demand: EMWD delivers water to retail customers and wholesale customer agencies. EMWD's primary retail customers can be divided into residential, commercial, industrial, institutional, landscape, and agricultural irrigation sectors, with the residential sector being EMWD's largest customer segment. Actual 2020 water demand and projected water demand are shown in Table 5.16-3. Projected demands for the 2020 UWMP were developed using information about planned development and land use. To track new developments, EMWD updates a Geographic Information System database that tracks proposed developments quarterly. Growth rates were based on a forecast of future population prepared by the Southern California Association of Governments (SCAG). EMWD's growth forecasts include both the retail and wholesale service areas. EMWD's retail demand projections account for the water savings required to meet the Water Conservation Act of 2009, as well as SB X7-7 requirements. Wholesale demand projections are based on communications with sub-agencies and respective growth projections for those agencies.

Water Infrastructure

The Project site is currently served by the EMWD water utility and would connect to the existing water infrastructure. In addition, the proposed Project would install a 2-inch domestic water line and a 12-inch fire water line onsite to connect to the existing 12-inch diameter water line in West Acacia Avenue.

Wastewater

EMWD provides wastewater collection, treatment, and recycled water services throughout its service area, including to the Project site. The City of Hemet owns and operates the wastewater collection system in Hemet and for the Project site; however, the Project area's and City's wastewater is treated by the EMWD San Jacinto Valley Water Recycling Plant.

EMWD has four operational Regional Water Recycling Plants (RPs) within its service area, including the San Jacinto Valley RP, Moreno Valley RP, Temecula Valley RP, and Perris Valley RP, which treat wastewater and recycled water within EMWD's overall service area. The four RPs have a combined capacity of 86 million gallons per day (MGD), equivalent to 86,300 AFY (EMWD, 2021).

As previously mentioned, the San Jacinto Valley RP, located in San Jacinto, is the designated plant to treat wastewater generated by the City of Hemet. On average, it treats approximately 7 million gallons per day and has a capacity to treat 14 million gallons per day (EMWD, 2021).

The Project would install an on-site 8-inch sewer connection to the existing 8-inch diameter sewer line in West Acacia Avenue that would serve the Project site. A sewer lift station is also proposed in the northeast portion of the site.

Stormwater Drainage

The City of Hemet maintains Salt Creek and all non-master-planned stormwater facilities with diameters less than 36 inches as part of its citywide stormwater drainage system (City of Hemet, 2012).

The existing site is vacant and currently undeveloped partially graded land. As described in the Hydrology Report prepared for the Project (included as Appendix I), minimal impervious surfaces exist on-site. Topographically, the Project site is relatively flat with approximately 2 feet of elevation differential. Flow moves from the site's east side to the west and ponds at the west and northwest corners near Florida Avenue. Areas draining directly to the site are mostly impervious surfaces, including a solar farm located directly to the east.

Solid Waste

CR&R Waste and Recycling Services (CR&R) provides waste and recycling services in the City of Hemet, replacing the City's Integrated Waste Management Division and providing collection services to residential and commercial customers for refuse, recyclables, and green waste. CR&R delivers solid waste and recycling materials that it collects to the Perris Transfer and Material Recovery Facility at 1706 Goetz Road in Perris, California. At this facility, waste collected may be processed or transferred to another site for processing, depending on the type of waste material. At the Perris Transfer and Material Recovery Facility, 150 tons are permitted per day for large-volume in-vessel digestion and 400 tons per day for medium-volume construction/demolition inert debris. The facility can also transfer a maximum throughput of 3,000 tons daily to other facilities and landfills (CalRecycle, 2024). Acceptable waste types for transfer include mixed municipal, construction and demolition waste, green waste, and recyclables. The total amount of permitted mixed municipal waste is 1,950 tons per day.

Solid waste generated by the Project would be disposed of at either the El Sobrante, Lamb Canyon, or Badlands Landfill. Each landfill is located approximately 36, 11, and 22 roadway miles from the site, respectively. Table 5.17-4 summarizes the characteristics of each landfill. Based on the average daily tonnage, the three landfills have a combined remaining capacity of approximately 10,779 tpd.

Dry Utilities

Electricity: SCE provides electric power to more than 15 million persons within its 50,000 square mile service area. Based on SCE's 2024 Power Content Label Mix, SCE derives electricity from varied energy resources including: natural gas, solar power generation, wind farms, nuclear power plants, hydroelectric generators, and geothermal power plants. SCE also purchases power from open market transactions, which do not have identifiable sources (SCE, 2025). Existing electricity utilities exists throughout the Specific Plan Area.

Natural Gas: The Project is located within Southern California Gas Company's (SoCalGas) service area; however, it will not utilize natural gas.

Telecommunications: A private company would provide telecommunications to the Project site on an as-needed basis. Overhead utility lines currently exist on West Acacia Avenue, adjacent to the Project site.

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5. Environmental Impact Analysis

This section focuses on evaluating the significant environmental effects of the proposed Project, which is described in Section 3.0, *Project Description*. This section describes the existing physical environmental setting (also referred to as the "baseline") for each environmental topic, and the impacts that would result from the implementation of the proposed Project. Because existing federal, State, and local regulations will also shape how the proposed Project is implemented and provide requirements for avoiding and reducing environmental impacts, a discussion of relevant regulations, Plans, Programs, and Policies (PPPs) pertinent to each environmental issue addressed in each environmental topic section is provided. Additionally, feasible mitigation measures are identified as necessary to reduce any significant impacts of the proposed Project. This section has subsections for each environmental issue area that was determined to need further study in the Draft EIR through the Notice of Preparation (NOP) review and comment process (see Appendix A). Environmental issue areas and their corresponding sections include the following:

5.1 Aesthetics
5.2 Air Quality
5.3 Biological Resources
5.4 Cultural Resources
5.5 Energy
5.6 Geology and Soils
5.7 Greenhous Gas Emissions
5.8 Hazards and Hazardous Materials
5.9 Hydrology and Water Quality
5.10 Land Use and Planning
5.11 Noise
5.12 Population and Housing
5.13 Public Services
5.14 Transportation
5.15 Tribal Cultural Resources
5.16 Utilities and Service Systems

This EIR evaluates the direct and indirect impacts resulting from the construction and ongoing operations of the proposed Project. Under CEQA, EIRs are intended to focus their discussion on the significant environmental impacts of a project on the environment and may limit discussion of other impacts to a brief explanation of why the impacts are not significant. The NOP that was prepared for the proposed Project and the responses received were used to help determine the scope of the environmental issues to be addressed in this EIR. Consistent with CEQA Guidelines Section 15128, issues considered potentially significant are addressed in this EIR.

Issues areas that would not be potentially impacted by the proposed Project (including agricultural and forestry resources, mineral resources, recreation, and wildfire) are not addressed beyond the discussion contained in Section 2.3, *Environmental Report Process*, and Section 7.0, *Effects Found Not Significant*.

5.1 FORMAT OF ENVIRONMENTAL TOPIC SECTIONS

Each environmental topic section generally includes the following main subsections:

- **Introduction:** This subsection describes the purpose of the analysis for the environmental topic and the referenced documents used to complete the analysis. This subsection may define the terms used.
- **Regulatory Setting:** This subsection describes applicable federal, State, and local plans, policies, and regulations that the Project must address and that may affect its implementation.
- **Environmental Setting:** This subsection describes the existing physical environmental conditions (environmental baseline) related to the environmental topic being analyzed.
- **Areas of Public Concern.** This subsection summarizes key issues and concerns raised by agencies, organizations, and members of the public during the Notice of Preparation (NOP) review period or during the Project's community outreach process that are relevant to the environmental topic. These

concerns are presented to acknowledge public input and to identify topics of interest or controversy associated with the proposed Project.

- **Thresholds of Significance:** This subsection sets forth the thresholds of significance (significance criteria) used to determine whether impacts are "significant." The thresholds of significance used to assess the significant of impacts are based on those provided in Appendix G of the CEQA Guidelines.
- **Methodology:** This subsection describes the methods used to analyze the impact and determine whether it would be significant or less than significant.
- **Environmental Impacts:** This subsection provides an analysis of the impact statements for each identified significance threshold. The analysis of each impact statement is organized as follows:
    - A statement of the CEQA threshold being analyzed.
    - The Draft EIR's conclusion as to the significance of the impact.
    - An impact assessment that evaluates the changes to the physical environment that would result from the Project.
    - An identification of significance comparing identified impacts of the Project to the significance threshold with the implementation of existing regulations before implementation of any required mitigation.
    - A discussion of potential cumulative impacts that could occur from the implementation of the proposed Project and other cumulative projects.
    - A list of any existing regulations that reduce potential impacts.
    - For each impact determined to be potentially significant, feasible mitigation measure(s) to be implemented is provided. Mitigation measures include enforceable actions to:
        - Avoid a significant impact;
        - Minimize the severity of a significant impact;
        - Rectify an impact by repairing, rehabilitating, or restoring the affected physical environment;
        - Reduce or eliminate the impact over time through preservation and/or maintenance operations during the life of the proposed Project and/or
        - Compensate for the impact by replacing or providing substitute resources or environmental conditions.
    - Actions to be taken to ensure effective implementation of required mitigation measures.
- **Cumulative Impacts:** This subsection describes the potential cumulative impacts that would occur from the Project's environmental effects in combination with other cumulative projects (See Table 5-1).
- **Existing Regulations and Regulatory Requirements:** This subsection includes a list of applicable laws and regulations that would reduce potentially significant impacts.
- **Project Design Features:** This subsection lists features incorporated into the Project that would contribute to the reduction of impacts.
- **Level of Significance Before Mitigation:** This subsection includes a determination of the significance of the impacts after the application of applicable existing regulations and regulatory requirements.
- **Mitigation Measures:** For each impact determined to be potentially significant after the application of applicable laws and regulations, feasible mitigation measure(s) to be implemented is provided. Mitigation measures include enforceable actions to:
    - Avoid a significant impact;
    - Minimize the severity of a significant impact;
    - Rectify an impact by repairing, rehabilitating, or restoring the affected physical environment;
    - Reduce or eliminate the impact over time through preservation and/or maintenance operations during the life of the Project; and/or

- Compensate for the impact by replacing or providing substitute resources or environmental conditions.

- **Level of Significance After Mitigation:** This subsection provides the determination of the impact's level of significance after the application of regulations, regulatory requirements, and mitigation measures.
- **References:** This subsection includes a list of references used to support the information included.

5.2 ENVIRONMENTAL SETTING/BASELINE

The environmental setting is usually the existing physical conditions in the vicinity of the project site at the time the CEQA analysis begins (CEQA Guidelines Section 15125). In most cases, this forms the baseline that the impact analysis will use as its starting point. CEQA Guidelines Section 15125 states that "An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced, from both a local and regional perspective. The environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. The description of the environmental setting shall be no longer than is necessary to gain an understanding of the significant effects of the proposed project and its alternatives."

CEQA Guidelines and case law recognize that the date for establishing an environmental baseline cannot be rigid (see CEQA Guidelines Sections 15146, 15151, and 15204). In some instances, information is presented in the environmental setting that differs from the precise time of the NOP. This information is still considered representative of baseline conditions. Furthermore, environmental conditions may vary from year to year, and in some cases, it is necessary to evaluate site conditions over a range of periods. A NOP was prepared for the proposed Project and was distributed on May 29, 2024, for a 44-day public review and comment period that ended on July 12, 2024. The NOP public review extended beyond the required 30-day review due to the inclusion of holidays within the review and comment period.

This Draft EIR intends to provide a conservative analysis that identifies the reasonable maximum potential impact. Thus, this Draft EIR provides current conditions for specific topics, such as the 2022 to 2023 ambient air quality conditions provided in Section 5.2, *Air Quality*, and the existing noise level measurements identified in Section 5.11, *Noise*.

5.3 THRESHOLDS OF SIGNIFICANCE/SIGNIFICANCE CRITERIA

CEQA Guidelines Section 15382 defines a significant effect on the environment as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historical significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant."

The "Thresholds of Significance" subsections provide the specific thresholds of significance by which impacts are judged to be significant or less than significant in this EIR. These include identifiable quantitative or qualitative standards or sets of criteria pursuant to which the significance of each given environmental effect can be determined. Exceedance of a threshold of significance typically means the effect will be determined to be "significant" (CEQA Guidelines Section 15064.7(a)). However, an iron-clad definition of a "significant" effect is not always possible because the significance of an activity may vary with the setting (CEQA Guidelines Section 15064(b)). Therefore, a Lead Agency has the discretion to determine whether to classify an impact described in an EIR as "significant," depending on the nature of the area affected. The thresholds

of significance used to assess the significance of impacts are based on those provided in Appendix G of the CEQA Guidelines.

In addition to applying the thresholds of significance identified above, the environmental analysis in this Draft EIR considers areas of public concern raised during the public and agency scoping process, where relevant to the evaluation of physical environmental effects under CEQA. In certain instances, the Draft EIR also includes contextual discussion responsive to community concerns to provide additional transparency and public understanding regarding the proposed Project and its potential environmental effects, even where such concerns may not independently constitute a significant environmental impact under CEQA Guidelines Section 15382.

5.4 IMPACT SIGNIFICANCE CLASSIFICATIONS

The following classifications are used throughout the impact analysis in this EIR to describe the level of significance of environmental impacts:

- **Significant Impact:** A significant impact is defined by Section 15382 of the CEQA Guidelines as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself "shall not be considered a significant effect on the environment … [but] may be considered in determining whether the physical change is significant." As defined in this EIR, a significant impact exceeds the defined significance criteria and, therefore, requires mitigation.
- **No Impact:** No adverse effect on the environment would occur, and mitigation measures are not required.
- **Less than Significant Impact:** The impact does not reach or exceed the defined threshold (criterion) of significance. Therefore, no mitigation is required.
- **Less than Significant Impact with Mitigation Incorporated:** The impact reaches or exceeds the defined threshold (criterion) of significance, and mitigation is therefore required. Feasible mitigation measures, including standard conditions of approval and applicable PPPs, when implemented, will reduce the significant impact to a less-than-significant level.
- **Significant and Unavoidable Impact:** The impact reaches or exceeds the defined threshold (criterion) of significance, and mitigation is therefore required. However, the application of all feasible mitigation measures, standard conditions of approval, and applicable PPPs would not reduce the impact to a less-than-significant level, and a significant and unavoidable impact would remain.

While CEQA requires that an EIR identify all feasible mitigation to avoid or reduce the significant impacts of a project, it also permits public agencies to approve a project even though it would result in one or more significant unavoidable environmental effects. For a Lead Agency to approve a project with one or more significant unavoidable impacts, it must first prepare a statement of overriding considerations, which identify the specific economic, legal, social, technological, or other benefits of the project, including region-wide or statewide environmental benefits, that outweigh its significant unavoidable effects, and thereby warrant its approval (Public Resources Code Section 21083; CEQA Guidelines Section 15093). The statement of overriding considerations must be supported by substantial evidence in the Project record of findings (CEQA Guidelines Section 15093(a)).

5.5 CUMULATIVE IMPACTS

Cumulative impacts refer to the combined effect of the proposed Project's impacts with the impacts of other past, present, and reasonably foreseeable probable future projects. Both CEQA and the CEQA Guidelines

require that cumulative impacts be analyzed in an EIR. As outlined in the CEQA Guidelines Section 15130(b), "the discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone." The CEQA Guidelines direct that the discussion should be guided by practicality and reasonableness and focus on the cumulative impacts that would result from the combination of the proposed Project and other projects rather than the attributes of other projects that do not contribute to cumulative impacts. According to Section 15355 of the CEQA Guidelines, 'cumulative impacts' refer to two or more individual effects that, when considered together, are considerable or which compound or increase other environmental impacts.

a) The individual effects may be changes resulting from a single project or some separate projects.
b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Therefore, the cumulative discussion in this EIR focuses on whether the impacts of the proposed Project are cumulatively considerable within the context of impacts caused by other past, present, and reasonably foreseeable future projects.

Additionally, under the CEQA Guidelines Section 15130(a)(1), an EIR should not discuss cumulative impacts that do not result at least in part from the project being evaluated in the EIR. Thus, cumulative impact analysis is not provided for any environmental issue where the proposed Project would have no environmental impact. Analysis of cumulative impacts is, however, provided for all significant Project impacts that are evaluated within this EIR.

CEQA Guidelines Section 15130(b)(1) states that the information utilized in an analysis of cumulative impacts should come from one of the following or a reasonable combination of the two:

- A list of past, present, and probable future projects producing related or cumulative impacts, including those projects outside the control of the lead agency; or
- A summary of projections contained in an adopted local, regional or statewide plan or related planning document that describes or evaluates conditions contributing to the cumulative effect.

The cumulative analysis for air quality, greenhouse gas emissions, population and housing, public services, transportation, and utilities and service systems relies on projections contained in adopted local, regional, or statewide plans or related planning documents, such as Southern California Sustainable Communities Strategy/Regional Transportation Plan and relevant regional plans developed by the Southern California Association of Governments (SCAG). The cumulative analyses for other environmental issues use the list-of-projects approach and identify the list of past projects that have recently been constructed, present projects that have recently been approved and are under construction, and probable future projects that are under entitlement review that were known of at the time the NOP was published. As described previously, the cumulative project list is part of the environmental setting/baseline that includes past, present, and probable future projects for which development applications were submitted to lead agencies before publishing the NOP. In addition, to provide a conservative and comprehensive cumulative analysis, the cumulative project list has been updated to include relevant projects identified subsequent to publication of the NOP, where applicable.

Different types of cumulative impacts occur over different geographic areas or different cumulative study areas. For example, the geographic scope of the cumulative air quality analysis, where cumulative impacts occur over a large area, is different from the geographic scope considered for the cumulative analysis of noise, for which cumulative impacts are limited to the distance of sound travel. Thus, in assessing noise impacts,

only development within and immediately adjacent to the Project site would contribute to a cumulative increase in noise analyzed. In contrast, cumulative public service impacts are based upon all development within the area serviced. Because the geographic scope and other parameters of each cumulative analysis discussion can vary, the cumulative geographic scope and the cumulative projects included in the geographic scope (when the list of projects approach is used), are described for each environmental topic. Table 5-1 provides a list of projects considered in this cumulative environmental analysis, which was compiled based on information provided by the City of Hemet. The cumulative project list includes projects identified prior to release of the NOP, as well as additional relevant projects identified subsequent to NOP release to provide a conservative cumulative analysis. Figure 5-1 shows the locations of the cumulative projects identified prior to release of the NOP.

Table 5-1: Cumulative Projects List

No.	Cumulative Project	Land Use	Size
Cumulative Projects Identified Prior to NOP Release			
City of Hemet			
1	TTM 36929 (EOT 24-005)	Single-Family Detached Housing	20 DU
2	TTM 34661 (Master 34659)	Single-Family Detached Housing	427 DU
3	Warren Road Development (PR23-021)	Single-Family Detached Housing	207 DU
4	Tract 33825 (EOT08-001, &2, TR33825)	Single-Family Detached Housing	259 DU
5	Ramona Creek (MAP21-005, TTM38309)	Single-Family Detached Housing	333 DU
6	Substantial Conformance #2 (MAP20-005, TTM35393, and EOT 22-002 SDR 22-002 MHC 22-001 Rancho Diamante II (Lennar Homes))	Single-Family Detached Housing	145 DU
7	Morgan Hill (MAP20-004, TTM35392, SDR22-007 and MHC22-002 and COAA22-001 and EOT 21-005)	Single-Family Detached Housing	155 DU
8	River Oaks COA Amendment (MAP20-003, TTM36892)	Single-Family Detached Housing	85 DU
9	Tract No. 291129 (SDR 19-006)	Single-Family Detached Housing	92 DU
10	Tract 31513 (Tres Cerritos West)	Single-Family Detached Housing	276 DU
11	TTM36841/38808	Single-Family Detached Housing	586 DU
12	TTM 35393 (EOT20-002, TTM35393)	Single-Family Detached Housing	439 DU
13	Tres Cerritos East TTM 36759 (MAP 14-002)	Single-Family Detached Housing	754 DU
14	Delfinia at Devonshire (MAP21-002, TPM38141)	An apartment complex, convenience market with a gas station, and car wash	4.1 acres
15	Copenhagen (SDR14-001) Project Extended	Multifamily Housing (Low-Rise)	96 DU
16	High Pointe Senna (SDR24-003)	Multifamily Housing (Mid-Rise)	216 DU
17	Menlo Apartments (SDR22-020)	Multifamily Housing (Mid-Rise)	105 DU
18	Hemet 60 Unit (SDR22-018)	Multifamily Housing (Mid-Rise)	60 DU
19	Santa Fe Pointe Apartments (PR23-026)	Multifamily Housing (Mid-Rise)	403 DU
20	High Pointe	Multifamily Housing (Mid-Rise)	228 DU
21	Montego Bay Apartments (SDR 22-009)	Multifamily Housing (Mid-Rise)	40 DU
22	Palm Communities (SDR23-008	Affordable Housing	157 DU

No.	Cumulative Project	Land Use	Size
23	TTM 24067 (EOT 24-007)	Senior Adult Housing - Single-Family	91 DU
24	Tract 29843 (EOT 08-001&2)	Senior Adult Housing - Single-Family	456 DU
25	Holiday Inn & Express (CUP19-015)	Hotel	80 Rooms
26	Marriot Townplace Suites	Hotel	93 Rooms
27	Dr. Chakrabarty GI Excellence Center Addition (SDR23-007)	Hospital	3 TSF
28	JD Fields & Company (SDR21-021)	Small Office Building	3 TSF
	JD Fields & Company (SDR21-021)[1]	Warehousing	22 TSF
29	Dr. Formica Dental Office (SDR22-005 AA24-001)	Medical-Dental Office Building	2 TSF
30	Off the Charts (CCB 22-001)	Marijuana Dispensary	15 TSF
31	Drive-Thru Restaurant (Spec Build)- Former Long John Silver's Site (CUPM23-001)	Fast-food restaurant with Drive-Through Window	2 TSF
32	Cawston Square (CUP23-005)	Fast-food restaurant with Drive-Through Window	3 TSF
	Cawston Square (CUP23-005)[1]	Convenience Store/Gas Station	8 TSF
33	Freddy's Restaurant	Fast-food restaurant with Drive-Through Window	2 TSF
34	Dutch Bros (CUP21-013)	Coffee/Donut Shop with Drive-Through Window	0.871 TSF
35	Express Car Wash - Palm (SDR20-010)	Automated Car Wash	6 TSF
36	Sunny Car Wash - Stetson (CUP20-005 SDR20-008)	Automated Car Wash	6 TSF
37	Quick Quack Car Wash (SDR 22-013)	Automated Car Wash	3 TSF
38	Eggleton Trucking Company (SDR21-002)	Truck/Trailer Parking Lot	4.47 acres
39	Sanderson Square (PR23-023)	Warehousing	1,197 TSF
40	Sanderson Industrial Park (PR23-0220)	Warehousing	1,032 TSF
41	Kirby Industrial	Warehousing	107,310 TSF
42	National Tube Steel (SDR 23-002)	Warehousing	1,192,418
43	Simpson Business Park	Warehousing	1,190.958 TSF
Cumulative Projects Identified Subsequent to NOP Release			
44	Dosner Organic Farms (AUP 24-001)[1]	General Light Industrial	26.248 TSF
45	Aster – River Oaks (SDR 23-001, VAR 23-001, EA 22-003)	Multifamily Housing (Low-Rise)	228 DU
46	Girard Subdivision	Single Family Detached	51 DU
47	Stetson Corner (CUP19-009, SDR19-010, TPM37779)	Gasoline/Service Station w Convenience Market	12 VFP
		Car Wash	20 Wash Stalls
		Fast Food Restaurants with Drive-through	2.840 TSF
48	S2A Modular Home Factory (CUP19-004, SDR19-004)	Manufacturing	231.669 TSF
49	River Oaks Ranch (TTM 36889, TTM 36890)	Single Family Detached	143 DU
50	Shop N Go (TTM 37564, CUP 16-008)	Gasoline/Service Station w Convenience Market	9.996 TSF

No.	Cumulative Project	Land Use	Size
		Fast Food Restaurants with Drive-through	16 VFP 20.778 TSF
51	BNR Income	Single Family Detached	20 DU
52	Zanderson Plaza	Gasoline/Service Station with Convenience Market and Car Wash	20 VFP
		Fast-Food Restaurant With Drive-Through Window	15.250
		Shopping Center	42.230

TSF= Thousand Square Feet
DU = Dwelling Unit
VFP = Vehicle Fueling Positions
Expansion of Existing Use[1]

Cumulative Projects



Hemet Logictics West
City of Hemet

Figure 5.0-1

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5.1 Aesthetics

5.1.1 INTRODUCTION

This section describes the visual setting and aesthetic character of the Project site. It evaluates the potential for the Project to impact scenic vistas, the visual character and quality of the Project sites, and causes light and glare impacts. The analysis focuses on changes seen from public viewpoints and assesses whether aesthetic changes from Project implementation would result in substantially degraded aesthetic conditions. Descriptions of existing aesthetic/visual conditions are based, in part, on-site visits by the consulting team, analysis of aerial photography (Google Earth Pro 2024, and the Project application materials, such as the site plan, building elevations, and landscape plan submitted to the City of Hemet and described in Section 3.0, *Project Description*, of this EIR. This section is also based, in part, on the following documents and resources:

- California Department of Transportation (Caltrans), *Scenic Highway Mapping System,* 2026
- *City of Hemet General Plan 2030,* adopted January 24, 2012
- *City of Hemet General Plan 2030 Environmental Impact Report,* certified January 2012
- *City of Hemet Municipal Code*

Aesthetics Terminology

Aesthetic Resources include a combination of numerous elements, such as landforms, vegetation, water features, urban design, and/or architecture, that provide an overall visual impression that is pleasing to or valued by its observers. Factors important in describing the aesthetic resources of an area include visual character, scenic resources, and scenic vistas. These factors together not only describe the intrinsic aesthetic appeal of an area but also communicate the value placed upon a landscape or scene by its observers.
Scenic Resources are visually significant hillsides, ridges, water bodies, and buildings that are critical in shaping the area's and surrounding region's visual character and scenic identity.
Scenic Vistas are defined as panoramic views of critical visual features as seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view or visual setting.
Visual Character broadly describes the unique combination of aesthetic elements and scenic resources that characterize a particular area. The quality of an area's visual character can be qualitatively assessed by considering the overall visual impression or attractiveness created by the specific landscape characteristics. In urban settings, these characteristics broadly include land use type and density, urban landscaping and design, architecture, topography, and background setting.

5.1.2 REGULATORY SETTING

5.1.2.1 Federal Regulations

There are no federal regulations concerning aesthetic impacts that apply to the Project.

5.1.2.2 State Regulations

California State Scenic Highways

In 1963, the State Legislature established the California Scenic Highway Program through Senate Bill 1467. The purpose of the program is to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. A highway may be designated as scenic depending upon how much of the natural landscape travelers can see, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. Scenic corridors consist of land that is visible from, adjacent to, and outside the highway right-of-way (ROW), and is comprised primarily of scenic and natural features. Topography, vegetation, viewing distance, and/or jurisdictional lines determine the corridor boundaries. Scenic highways are classified as either *officially designated* or *eligible* for designation, and Caltrans maintains the lists of these highways (Caltrans, 2026).

5.1.2.3 Local Regulations

City of Hemet General Plan 2030

The Hemet General Plan contains the following policies related to aesthetics that are applicable to the Project:

Land Use Element

Goal LU-3 **Avoid land use conflicts and provide compatible development.**

Policy LU-3.5 **Buffering of New Development.** Require new development to provide a transition from adjoining development of different land uses and intensity through the use of buffers, setbacks, edge treatments, site design, landscaping, and building scale and orientation.

Community Design

Goal CD-5 **Promote attractive community design to make Hemet a more desirable place to live.**

Policy CD-5.2 **Scale and Character of Development.** New development should reflect the scale and character of the community as a whole, individual neighborhoods, street, site and surrounding buildings.

Policy CD-5.7 **Design Standards and Guidelines.** Establish and consistently apply design standards and guidelines for residential, commercial, industrial and public facilities development.

Policy CD-5.8 **Lighting Aesthetics.** Reduce light pollution by requiring new developments to install suitable new fixtures and existing fixtures to be upgraded upon repair and maintenance, as appropriate.

Policy CD-5.16 **Industrial Design.** Ensure that future industrial development follows adopted Industrial Design Guidelines and provides a clean and attractive appearance.

Goal 11 **Utilize the principles of safescape and defensible space to improve community image and personal safety.**

Policy CD-11.8 **Lighting**. Lighting plays a significant role in maintaining a safe environment. Adequate lighting shall be provided along the streets/alleys, parking lot areas,

pathways/sidewalks, public and private outdoor areas. Avoid potentially dark or shadowy areas.

Programs

OS-P-10 **View Corridors.** During project review, analyze the project's impact on view corridors of the mountains, slopes, significant rock outcroppings, historic and landmark trees, and other natural features for both the project location and neighboring properties.

CD-P-20 **Light Pollution and Reflective Materials.** Require lighting practices that reduce light pollution in new development areas. New lighting fixtures shall cast light downward toward the ground and reduce spillover light. Existing light fixtures requiring replacement or repair shall be upgraded so they also cast light downward. Exterior building materials in new development shall be composed of a minimum 50% low reflectance, nonpolished finishes, and bare metallic surfaces found on infrastructure such as pipes and poles shall be anodized or painted to minimize reflectance and glare.

City of Hemet Municipal Code

Sec. 90-1045 - General Requirements. Prior to the construction of any building or structure, a building permit shall be required in accordance with the latest city-adopted California Building Code. The following are minimum requirements, unless otherwise noted, and shall apply to all land, buildings, and structures in their respective zones. All area dimensions are in square feet unless otherwise noted. All linear dimensions are in feet unless otherwise noted.

Sec. 90-1046(e) – Exterior Lighting. All lighting shall be directed or shielded away from nearby residential zones and contained within the boundaries of the site. Adequate lighting shall be provided to maintain a safe, on-site environment consistent with California Building Code standards.

5.1.3 ENVIRONMENTAL SETTING

Aesthetic resources include numerous elements, such as landforms, vegetation, water features, urban design, and/or architecture, that impart an overall visual impression that is pleasing to or valued by its observers. Factors important in describing the aesthetic resources of an area include visual character, scenic resources, and scenic vistas. These factors together not only describe the intrinsic aesthetic appeal of an area but also communicate the value placed upon a landscape or scene by its observers.

5.1.3.1 Scenic Vistas

Scenic vistas are panoramic views of critical visual features, as seen from public viewing areas. The Project site is located in the western portion of the City of Hemet. The City of Hemet General Plan aims to preserve regionally significant scenic vistas and natural features, including the Domenigoni Mountains to the south and the Reinhardt Canyon and San Bernardino Mountains to the north. The City of Hemet General Plan describes that in addition to scenic corridors, scenic resources include distant views that provide visual relief from less attractive views of nearby features. As discussed in the General Plan, other designated federal and state lands, as well as local open spaces or recreational areas, may also offer scenic vistas if they represent a valued aesthetic view within the surrounding landscape.

The Project site is located within an area that is predominantly developed and has a variety of land uses surrounding the Project site. There are commercial uses to the north, a solar farm to the east, residential land uses to the west, and an airport to the south. Views of the surrounding foothills are available from public

vantage points while traveling east to west along West Acacia Avenue. However, there are no scenic vistas within the Project vicinity.

5.1.3.2 State Scenic Highway

There are no officially designated State scenic highways in the vicinity of the proposed Project (Caltrans 2026). The closest officially designated State scenic highway is State Route 74 located at the west boundary of the San Bernardino National Forest, approximately 10 miles east from the Project site. Likewise, no County or City-designated scenic highways run through the Project vicinity.

5.1.3.3 Visual Character of the Project Site

The Project site is currently zoned Business Park (B-P) in the southern portion and Commercial Community (C-2) in the northern portion. B-P, which allows for industrial and related uses, including warehousing/distribution, assembly and light manufacturing, repair facilities, and business parks, including corporate offices. The C-2 designation provides for commercial district development with a wide range of offices, services, retail stores, recreation, and transient accommodations. The B-P and C-2 designation areas lack significant visual resources or unique aesthetic characteristics. The Project site is currently vacant and undeveloped.

5.1.3.4 Visual Character of Adjacent Areas

The existing visual character of the area surrounding the Project site consists of various uses, including residential mobile homes, a commercial center, a public airport, a solar farm, and undeveloped land. There is no consistent architectural or visual theme within the surrounding area.

5.1.3.5 Light and Glare

The Project site is currently vacant and undeveloped, containing no sources of light or glare. However, the Project site is surrounded by other sources of nighttime lighting, which include streetlights along West Acacia Avenue, illumination from vehicle headlights, off-site exterior lighting, and interior illumination passing through windows. Additionally, Hemet-Ryan Airport to the south of the Project site emits significant light sources. Glare can emanate from many different sources, including direct sunlight, sunlight reflecting from cars or buildings, and bright outdoor or indoor lighting. Glare in the Project vicinity is generated by building and vehicle windows reflecting light. Additionally, there is a solar farm to the east of the Project site, creating significant sources of glare. Sensitive receptors related to lighting and glare include motorists passing through the Project area and the mobile home park west of the Project site.

5.1.4 AREAS OF PUBLIC CONCERN

During the Notice of Preparation (NOP) public review period, comments were received from agencies, organizations, and members of the public regarding potential environmental effects associated with the proposed Project related to aesthetics. The comments reflected concerns regarding the following topics:

- Concern regarding the obstruction of views and scenic vistas from nearby residential communities, including views of the San Jacinto Mountains and Mount San Jacinto from the Lakes of Hemet West community.
- Concern regarding the compatibility of the proposed industrial buildings with the existing character of the surrounding residential neighborhood.

- Concern regarding increased light pollution and nighttime lighting effects associated with industrial uses, including building-mounted lighting and vehicle headlights.

These comments were reviewed and considered during preparation of this Draft EIR. Although impacts related to aesthetics were determined to be less than significant in the Initial Study, included as Appendix A, and were therefore screened from further analysis in the EIR, substantial public comments and concerns were received regarding aesthetics during the public review process. Accordingly, this section has been included to provide additional analysis and discussion responsive to those concerns and to further inform the public and decision makers regarding potential aesthetic effects associated with the proposed Project. The issues raised by agencies, organizations, and members of the public are addressed through the analysis presented in this section and informed by the relevant technical studies and supporting documentation prepared for the proposed Project.

Where applicable, the analysis in this section:

- Evaluates the potential for the Project to result in the environmental effects identified in public comments.
- Incorporates standard regulatory requirements, design features, and/or mitigation measures intended to reduce potential impacts, and
- Provides additional explanation regarding the basis for impact determinations in response to issues raised during the public review process.

It is important to note that while all comments received during the public review process were reviewed and considered, the determination of significance under CEQA is based on substantial evidence in the record, including technical studies, applicable thresholds of significance, and regulatory requirements. In certain instances, concerns raised during public review reflect issues that are broader policy considerations or site-specific preferences; however, this Draft EIR focuses on impacts to the physical environment as defined under CEQA Guidelines Section 15382.

5.1.5 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

AE-1 Have a substantial adverse effect on a scenic vista;

AE-2 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;

AE-3 In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from publicly accessible vantage point), or if the project is in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality; or

AE-4 Create new sources of substantial light or glare which would adversely affect day or nighttime views in the area.

5.1.6 METHODOLOGY

Aesthetic resources were assessed based on the visual quality of the Project site and surrounding areas and the changes that would occur from Project implementation. The significance determination for scenic vistas is based on whether the vista can be viewed from public areas within or near the Project site and the potential for the Project to either hinder views of the scenic vista or result in its visual degradation. The evaluation of

aesthetic character identifies the Project's development characteristics and its expected appearance. It compares it to the site's existing appearance and character and to the character of adjacent existing and future planned uses to determine whether and/or to what extent degradation of the visual character of the area could occur (considering factors such as the blending/contrasting of new and existing buildings given the proposed uses, density, height, bulk, setbacks, signage, etc.).

The analysis of light and glare identifies light-sensitive land uses and describes the Project's proposed light and glare sources. It also considers the extent to which Project lighting could spill onto adjacent existing and future light-sensitive areas. The analysis also considers the potential for sunlight to reflect off building surfaces (glare) and the extent to which such glare would interfere with the operation of motor vehicles or other activities.

5.1.7 ENVIRONMENTAL IMPACTS

IMPACT AE-1: WOULD THE PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?

Less than Significant Impact. Scenic vistas consist of expansive, panoramic views of meaningful, unique, or highly valued visual features seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view or visual setting.

The 60.86-acre Project site currently consists of undeveloped and vacant land within an urbanized area in the City of Hemet, where the surrounding area is primarily developed with a mix of uses. The site is located in the west central portion of Hemet and is under the Business Park (B-P) and General Commercial (C-2) zoning designations.

The City of Hemet General Plan Open Space and Conservation Element identifies the San Jacinto Mountains, the San Bernardino National Forest and Mountains, and the San Gabriel Mountains as scenic resources. These resources provide a scenic background from public vista points throughout the city, where unobstructed, expansive views of these resources are available for pedestrians and motorists. Many of these vista points are located within public rights-of-way (ROW), including Acacia Avenue adjacent to the Project site. Landmarks visible from Acacia Avenue include the San Bernardino National Forest and Mountains, Domenigoni Mountains, San Gabriel Mountains, Lakeview Mountains, and San Jacinto Mountains. Hillsides such as Tres Cerritos and Santa Rosa are also visible from roadways adjacent to the site. However, development to the north of Acacia Avenue has severely reduced the expansive views of these scenic resources from vantage points within the public ROW.

Development of the proposed Project would subdivide the 60.86-acre site into four parcels. Each parcel would be developed with an industrial warehouse building and associated on-site infrastructure, totaling 1,129,894 square feet (SF) of gross building area. Building 1 would have a maximum height of 51 feet and six inches, and the other proposed buildings would have a maximum height of 42 feet, as shown in Figures 3-11a through 3-11d, *Conceptual Elevations*, in Section 3.0, *Project Description*. Additionally, the proposed buildings would be set back from the surrounding land uses and Acacia Avenue in accordance with the City of Hemet Municipal Code, as shown in Figure 3-8, *Conceptual Site Plan*. The front building setback for the proposed Project would be approximately 229 feet from the West Acacia Avenue ROW. Consistency with development standards such as building setbacks and maximum height requirements, as shown in Table 5.1-1, *Business Park (B-P) Development Standard Consistency*, would help protect and maximize vista points and expansive views from Acacia Avenue. Therefore, the proposed Project would not encroach upon views of the neighboring mountains or any other scenic resource for pedestrians and motorists from vista points along Acacia Avenue. The Project would thus have a less-than-significant impact on a scenic vista.

IMPACT AE-2: WOULD THE PROJECT SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS WITHIN A STATE SCENIC HIGHWAY?

No Impact. The Project site is currently vacant and undeveloped and is located in a predominantly developed portion of the City of Hemet. There are no officially designated State scenic highways near the Project site (Caltrans, 2026). The closest officially designated State scenic highway is a portion of State Route 74, located at the western boundary of the San Bernardino National Forest, approximately 10 miles east of the Project site. The Project site is not visible from State Route 74 at any point. Likewise, no City-designated scenic highways run through the Project vicinity.

The nearest eligible State scenic highway is a portion of State Route 74, located 50 feet north of the Project site. The proposed Project would comply with the 25-foot landscaping, easement, and setback regulation set by the Scenic Highway Setback Manual Design Criteria and development standards for the proposed B-P zoning designation. Therefore, the proposed Project would not substantially damage scenic resources within a State scenic highway and would have no impact.

IMPACT AE-3: (IN AN URBANIZED AREA) WOULD THE PROJECT CONFLICT WITH APPLICABLE ZONING AND OTHER REGULATIONS GOVERNING SCENIC QUALITY?

Less than Significant Impact. The Project site is currently vacant and undeveloped and is located in a predominantly developed portion of the City of Hemet. According to Public Resources Code Section 21071(a), the Project site is located within an urbanized area. An "urbanized area" is defined as either:

(a) An incorporated city that meets one of the following criteria:

1. Has a population of at least 100,000.
2. Has a population of less than 100,000 but, when combined with the populations of no more than two contiguous incorporated cities, totals at least 100,000.

The Project site currently has a General Plan land use designation of Community Commercial in the southern portion of the site and a General Plan land use designation of B-P in the northern portion. However, the Project applicant proposes a General Plan Amendment to the City of Hemet Land Use Plan Map, changing the existing land use designation in the northern portion of the Project site from C-2 to B-P. The proposed Project would also change the site's existing zoning in the northern portion of the Project site from General Commercial (C-2) to B-P. The B-P zoning designation permits industrial and related uses, including warehousing and distribution, assembly and light manufacturing, repair facilities, business parks, and corporate offices, all of which can be developed at a maximum floor area ratio (FAR) of 0.6.

Consistent with uses allowed by the B-P land use and zoning designations, the proposed Project would construct new industrial warehouse facilities consisting of four separate one-story buildings with a total gross building area of 1,129,894 SF. Of the total building area for all four facilities, 1,073,854 SF would be utilized as warehouse space and 56,000 SF as office space for a total FAR of 0.43, as shown in Table 3-2, *Building Data Summary*, in Section 3.0, *Project Description*, of this Draft EIR. The front building setback for the Project would be approximately 232 feet from the West Acacia Avenue ROW, 107 feet from the proposed Cawston Avenue ROW to the east; 147 feet and 7 inches from the shared property line with residences to the west; and 61 feet from the shared property line with vacant land to the south.

Additionally, as shown in Figures 3-11a through 3-11d, *Conceptual Elevations*, the proposed Project's landscaping, building layout, finish materials, and accents on the Project site would create a quality architectural presence along West Acacia Avenue. The proposed building would be primarily beige or tan with shades of grey and brown and some wood finishes. Furthermore, the proposed landscaping would

extend around the perimeter of all four buildings and between the parking areas. Specifically, a landscape buffer and setback of approximately 88 feet is proposed along the entire western property line. The proposed landscape buffer would include a berm with a slope ratio of 3:1 and a mix of mature ornamental trees, shrubs, and groundcover. In addition, a 14-foot-high decorative solid screen wall is proposed to enclose the trailer parking stalls and dock doors located on the west side of Building 1, positioned just east of the proposed landscape buffer. An 8-foot-high decorative metal fence is also proposed between Buildings 2, 3, and 4, as well as around the perimeter of the Project site. A five-foot-high screen wall surrounding the parking stall locations west of Building 2 is also proposed, positioned just east of the proposed landscape buffer.

As shown in Figure 3-12a through Figure 3.12c, C*onceptual Renderings*, Viewpoint 1 is located along the western boundary of the Project site, adjacent to the existing residential community west of Building 1 and is oriented eastward toward the Project site and the western façade of Building 1. Viewpoint 2 is located near the southwestern corner of the Project site, adjacent to the existing residential community west of Buildings 2 and 3, and is oriented northeast toward the interior of the Project site and the western façades of Buildings 2 and 3. The conceptual renderings demonstrate that the proposed landscape setbacks, berming, ornamental landscaping, decorative walls, and perimeter fencing would substantially screen views of the proposed buildings, loading areas, trailer parking, and parking fields from adjacent residential areas to the west. The proposed landscaping and screening elements would soften the visual appearance of the Project, reduce visual contrasts between the industrial development and adjacent residential uses, and preserve the visual character along the Project perimeter to the maximum extent feasible. While the proposed Project would introduce industrial development into the Project site, the incorporation of substantial landscape buffers, screening walls, and decorative perimeter treatments, beyond and consistent with the City's development standards, would minimize changes to existing views from adjacent areas and would not substantially degrade the visual quality or scenic character of the surrounding area.

Table 5.1-1 illustrates Project consistency between the City's development standards and the proposed Project. The regulatory standards in the City's Municipal Code would ensure the preservation of visual character and quality through architecture, landscaping, and site planning.

Table 5.1-1: Business Park (B-P) Development Standard Consistency

Development Feature	M-2 Zoning Requirement	Proposed Project Consistency
Minimum Setbacks: Front Side – Residential Rear	 15 ft 30 ft 0 ft	**Consistent.** The proposed buildings would be set back from the surrounding land uses. The front building setback for the proposed Project would be approximately 232 feet from the West Acacia Avenue right-of-way (ROW), 107 feet from the proposed Cawston Avenue ROW to the east, 147 feet and 7 inches from the shared property line with residences to the west, and 61 feet from the shared property line with vacant land to the south.
Maximum Floor Area Ratio (FAR)	0.6	**Consistent.** The proposed Project would result in a FAR of 0.43.
Maximum Lot Coverage	60 percent	**Consistent.** The proposed Project would result in a lot coverage of 41.5 percent.
Maximum Height	55 ft	**Consistent.** The proposed warehouse building would have a maximum height of 51 feet and six inches.
Minimum Net Lot Area	20,000 SF	**Consistent.** Lot area is 233,424 SF.
Parking	One parking space per 1000 SF of Warehouse area. One parking space per 250 SF of	**Consistent.** The proposed Project would provide a total of 1312 standard parking stalls.

Development Feature	M-2 Zoning Requirement	Proposed Project Consistency
	office space. (1301 required for proposed Project.)	

Source: City of Hemet Municipal Code Section 90-1045.

As described above and in Section 5.10, *Land Use and Planning*, the proposed Project would be consistent with the development standards for the B-P zoning designation, and with the General Plan goals and policies applicable to the proposed Project and Project site. Overall, the proposed Project would meet the City of Hemet's objectives related to the scenic quality of the Project site by complying with the development standards for the B-P zoning designation and providing high-quality development consistent with the visual character and quality of the surrounding industrial development. Therefore, the Project would not conflict with applicable zoning or other regulations governing scenic quality. Thus, impacts would be less than significant.

IMPACT AE-4: WOULD THE PROJECT CREATE NEW SOURCES OF SUBSTANTIAL LIGHT OR GLARE, WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?

Less than Significant Impact. As described above, the Project site is currently undeveloped and vacant with no existing structures, and thus no current sources of light or glare on the property. However, the Project site is within a developed area in the City of Hemet. It is surrounded by existing sources of nighttime lighting, including illumination from vehicle headlights along Acacia Avenue, security lighting from adjacent uses and parking lots, and interior illumination from nearby buildings that pass through their windows. Sensitive receptors relative to lighting and glare include motorists, pedestrians, and residential land uses.

The proposed Project involves the construction of four industrial warehouse buildings, including the installation of on-site lighting and new security lighting around and within the buildings. While the proposed Project would introduce new light sources to the Project site, the Project would be required to comply with the City's Municipal Code, which mandates that lighting be shielded, diffused, or indirect to minimize glare for on-site and off-site residents, pedestrians, and motorists. Additionally, the Project would be required to limit reflective surfaces to further reduce glare. Pursuant to Municipal Code Section 90.1046, all exterior lighting associated with the proposed Project would be shielded and directed downward and away from adjoining properties and public rights-of-way (PPP AE-1).

As discussed above and as shown in Figure 3-12a through Figure 3.12c, C*onceptual Renderings*, the proposed Project would incorporate substantial landscape setbacks, perimeter landscaping, decorative screen walls, and perimeter fencing along the Project boundaries adjacent to surrounding uses. Along the western property boundary adjacent to existing residential uses, the proposed Project would additionally incorporate an approximately 88-foot-wide landscaped setback and berming to provide enhanced screening and visual buffering between the Project site and the adjacent residential community. These design features would provide physical screening between on-site lighting sources and surrounding land uses and would assist in minimizing visibility of direct lighting and potential light spill from the Project site. The proposed berming, landscaping, setbacks, screen walls, and fencing along the western portion of the Project site would be particularly effective in filtering and softening views of on-site lighting from adjacent residential receptors to the west, while perimeter landscaping, setbacks, and fencing around the remainder of the Project site would similarly reduce visibility of lighting from adjacent properties and public rights-of-way.

Glare can emanate from various sources, including direct sunlight, sunlight reflected from cars or buildings, and bright outdoor or indoor lighting. Glare in the Project vicinity is generated by nearby buildings and residences to the north and west, Hemet-Ryan Airport to the south, a solar farm to the east, and vehicle windows reflecting light from Acacia Avenue. However, there are no substantial buildings or structures to the west, north, or south of the Project site that presently generate substantial glare since most of the buildings are one or two-story structures, constructed of non-reflective materials, and are not surfaced with a

substantial number of windows adjacent to one another that would create a large reflective area. The solar farm generates significant glare from the large reflective area to the east of the Project site. The solar panels are currently shielded by a screening wall surrounding the entire property and are angled east, away from the Project site.

As described in Section 3.0, *Project Description*, and Figure 3-11a through 3-11d, the proposed buildings would be constructed using painted concrete, mostly beige or tan, with shades of grey and brown and some wood finishes. The proposed buildings would also feature exterior windows on all four sides. Materials for the proposed windows would include brown tempered vision glass and brown tempered concrete-backed spandrel glass. Therefore, the proposed building materials would not consist of highly reflective materials that would create a potential for glare to spill onto nearby receptors, and the buildings would be shielded by landscaping, consistent with the City's Municipal Code. Furthermore, as described above in Section 3.0, *Project Description*, the proposed Project would include solar panel roofs for all four buildings. The Project is within the Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP), a sensitive receptor to glare. However, the proposed solar panel roofs would not create any glare for nearby sensitive receptors as they would be located on top of the buildings at a greater height than the nearby buildings, residences, and other receptors and angled upward away from receptors. Additionally, as confirmed by the Riverside County Airport Land Use Commission (ALUC) through email correspondence, the proposed Project would not be required to go through ALUC review for a solar glare analysis before obtaining building permits as it is consistent with the proposed zoning requirements and the City of Hemet's General Plan land use designation (Jackie Vega (Urban Regional Planner II, Riverside County ALUC), personal communication, 2024).

Thus, the proposed building materials would not consist of highly reflective materials, lights would be shielded consistent with Municipal Code requirements, and the proposed landscaping along Project boundaries would screen light sources and reduce the potential for glare to spill onto nearby sensitive receptors. Therefore, the proposed Project would create limited new sources of light or glare from security and site lighting but would not adversely affect day or nighttime views in the area, given the similarity of the existing lighting in the surrounding urbanizing environment. With compliance with the City's Municipal Code, impacts related to light and glare would be less than significant.

5.1.8 CUMULATIVE IMPACTS

The cumulative aesthetics study area for the proposed Project includes the viewshed from public areas that can view the Project site as well as locations that can be viewed from the Project site. This may include areas under a different jurisdiction, such as Riverside County. Although views of the surrounding hills are available in the Project area, they are not panoramic. Additionally, these views are available throughout the cumulative aesthetics study area and are not unique to the Project site.

Other developments proposed in the cumulative study area would be required to comply with applicable City of Hemet General Plan policies, which include policies and regulations to preserve vistas and critical scenic resources such as views of the San Bernardino National Forest and Mountains, Domenigoni Mountains, San Gabriel Mountains, Lakeview Mountains, and San Jacinto Mountains. Accordingly, with the buildout of the proposed Project and other developments within the Project's viewshed, impacts to scenic vistas would not be cumulatively significant, and the Project's contributions would be less than cumulatively considerable.

As discussed under Impact AE-2, the Project site is not near any designated State, County, or City scenic routes. Additionally, cumulative Projects within the study area for aesthetics would also not be located near any designated State, County, or City scenic routes. Therefore, the Project has no potential to contribute to a cumulatively significant impact on scenic resources within a designated scenic route.

The Project would not conflict with applicable design regulations of the City of Hemet Ordinance 90-1045 for the B-P zoning designation. Therefore, the Project has no potential to contribute to cumulatively considerable scenic quality impacts. Moreover, any new development in the cumulative study area would be subject to applicable development regulations and design standards imposed by the governing jurisdiction, which would ensure that development incorporates high-quality building materials, architectural design, and landscaping to avoid potential adverse effects on local scenic quality.

Concerning potential cumulative light and glare impacts, the Project would be required to comply with City of Hemet General Plan Program CD-P-20 and the City of Hemet Municipal Code Section 90-1046(e), which set standards for exterior lighting/fixtures. Any development project in the cumulative study area would be required to comply with the light reduction requirements applicable in their respective jurisdiction. Although cumulative development in the Project's surrounding area is expected to introduce new sources of artificial lighting and potentially reflective materials, the required compliance with the governing development code requirements would ensure that future cumulative development does not introduce substantial sources of artificial lighting or glare. As such, the Project would not contribute to cumulatively considerable adverse impacts to the existing daytime or nighttime views of the Project sites or their surroundings.

5.1.9 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- City of Hemet Municipal Code Section 90-1045
- City of Hemet Municipal Code Section 90-1046

Plans, Programs, or Policies (PPPs)

These actions will be included in the Project's mitigation monitoring and reporting program (MMRP):

PPP AE-1: Exterior lighting. All lighting shall be directed or shielded away from nearby residential zones and contained within the site's boundaries. Adequate lighting shall be provided to maintain a safe, on-site environment consistent with California Building Code standards.

5.1.10 PROJECT DESIGN FEATURES

None.

5.1.11 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

The Project would result in no impact related to Impact AE-2.

Upon implementation of existing regulations, Impact AE-1, AE-3, and AE-4 would be reduced to less than significant.

5.1.12 MITIGATION MEASURES

No mitigation measures are required.

5.1.13 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Upon implementation of existing regulatory requirements, impacts related to aesthetics would be less than significant. No significant and unavoidable aesthetic impacts would occur.

5.1.14 REFERENCES

California Department of Transportation (Caltrans). (2026). *California State Scenic Highways*. https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways

City of Hemet. (2012a). *City of Hemet General Plan 2030*. https://www.hemetca.gov/534/Final-General-Plan-2030

City of Hemet. (2012b). *City of Hemet General Plan 2030 Environmental Impact Report*. https://www.hemetca.gov/444/Final-Environmental-Impact-Report

5.2 Air Quality

5.2.1 INTRODUCTION

This section provides an overview of the existing air quality within the Project site and the surrounding region, a summary of applicable regulations, and analyses of potential short-term and long-term air quality impacts from the implementation of the proposed Project. Mitigation measures are recommended as necessary to reduce significant air quality impacts. This analysis is based on the following documents and resources:

- *City of Hemet General Plan Update 2030*, adopted January 24, 2012
- *City of Hemet General Plan Update 2030 Environmental Impact Report*, certified January 2012
- City of Hemet Municipal Code
- *Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report Hemet 63 Warehouse Project*, prepared by LSA, December 2024, included as Appendix B

5.2.2 REGULATORY SETTING

5.2.2.1 Federal Regulations

United States Environmental Protection Agency

Criteria Air Pollutants

At the federal level, the United States Environmental Protection Agency (USEPA) is responsible for implementing national air quality programs. The USEPA's air quality mandates are drawn primarily from the federal Clean Air Act (CAA), enacted in 1970. Congress made the most recent major amendments to the CAA in 1990.

The CAA requires the USEPA to establish National Ambient Air Quality Standards (NAAQS). The USEPA has established primary and secondary NAAQS for the following criteria air pollutants: ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter with a diameter of 10 microns or less (PM_{10}), particulate matter with a diameter of 2.5 microns or less ($PM_{2.5}$), and lead. Table 5.2-1 shows the NAAQS for these pollutants. The CAA also requires each state to prepare an air quality control plan called a State Implementation Plan (SIP). The CAA Amendments of 1990 (CAAA) added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. The SIP is modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins, as reported by their jurisdictional agencies. The USEPA is responsible for reviewing all SIPs to determine whether they conform to the mandates of the CAA and its amendments, and to assess whether implementing the SIPs will achieve the air quality goals. If the USEPA determines an SIP to be inadequate, a federal implementation plan that imposes additional control measures may be prepared for the nonattainment area.

The USEPA also has regulatory and enforcement jurisdiction over emission sources beyond state waters (outer continental shelf) and those under the exclusive authority of the federal government, such as aircraft, locomotives, and interstate trucking. The USEPA's primary role at the state level is to oversee state air quality programs. The USEPA sets federal vehicle and stationary source emissions standards and provides research and guidance in air pollution programs.

Hazardous Air Pollutants

The USEPA has programs for identifying and regulating hazardous air pollutants (HAPs). Title III of the CAAA directed the USEPA to promulgate national emissions standards for HAPs (NESHAP). The NESHAP may differ for major sources than for area sources of HAPs. Major sources are defined as stationary sources with the potential to emit more than 10 tons per year (tpy) of any HAP or more than 25 tpy of any combination of HAPs; all other sources are considered area sources. The emissions standards are to be promulgated in two phases. In the first phase (1992–2000), the USEPA developed technology-based emission standards designed to produce the maximum emission reduction achievable. These standards are generally referred to as requiring maximum achievable control technology (MACT). The standards may be different for area sources, based on generally available technology. In the second phase (2001–2008), the USEPA promulgated health-risk-based emissions standards deemed necessary to address risks following the implementation of the technology-based NESHAP standards.

Table 5.2-1: Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Ozone	1 hour	0.09 ppm	---	High concentrations can directly affect the lungs, irritating. Long-term exposure may cause damage to lung tissue.	Formed when reactive organic gases (ROG) and NO_X react in the presence of sunlight. Major sources include on-road motor vehicles, solvent evaporation, and commercial/industrial mobile equipment.
	8 hours	0.07 ppm	0.075 ppm		
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Classified as a chemical asphyxiant, carbon monoxide interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm		
Nitrogen Dioxide (NO_x)	1 hour	0.18 ppm	0.100 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads.
	Annual Arithmetic Mean	0.030 ppm	0.053 ppm		
Sulfur Dioxide (SO_2)	1 hour	0.25 ppm	75 ppb	Irritates upper respiratory tract; injurious to lung tissue. It can yellow the leaves of plants, destructive to marble, iron, and steel. It limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	3 hours	---	0.50 ppm		
	24 hours	0.04 ppm	0.14 ppm		
	Annual Arithmetic Mean	---	0.03 ppm		
Respirable Particulate Matter (PM_{10})	24 hours	50 µg/m^3	150 µg/m^3	It may irritate the eyes and respiratory tract, decrease lung capacity, cause cancer, and increase mortality. It also produces haze and limits visibility.	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	Annual Arithmetic Mean	20 µg/m^3	---		
	24 hours	---	35 µg/m^3		

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Fine Particulate Matter ($PM_{2.5}$)	Annual Arithmetic Mean	12 µg/m³	12 µg/m³	It increases respiratory disease, lung damage, cancer, and premature death. It also reduces visibility and results in surface soiling.	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning; Also formed from photochemical reactions of other pollutants, including NO_X, sulfur oxides, and organics.
Lead (Pb)	30 Day Average	1.5 µg/m³	---	It disturbs the gastrointestinal system and can cause anemia, kidney disease, and neuromuscular and neurological dysfunction (in severe cases).	*Present source:* lead smelters, battery manufacturing, and recycling facilities. Past source: combustion of leaded gasoline.
	Calendar Quarter	---	1.5 µg/m³		
	Rolling 3-Month Average	---	0.15 µg/m³		
Hydrogen Sulfide	1 hour	0.03 ppm	…	Nuisance odor (rotten egg smell), headache, and breathing difficulties (higher concentrations)	Geothermal power plants, petroleum production, and refining
Sulfates (SO_4)	24 hour	25 µg/m³	…	Decrease in ventilatory functions; aggravation of asthmatic symptoms; aggravation of cardio-pulmonary disease; vegetation damage; degradation of visibility; property damage.	Industrial processes.
Visibility Reducing Particles	8 hour	Extinction of 0.23/km; visibility of 10 miles or more	…	Reduces visibility, reduces airport safety, lowers real estate value, and discourages tourism.	See $PM_{2.5}$.

ppm = parts per million; ppb = parts per billion; µg/m3 = micrograms per cubic meter.

The CAAA also required the USEPA to promulgate vehicle or fuel standards containing reasonable requirements that control toxic emissions of benzene and formaldehyde, at minimum. Performance criteria were established to limit mobile-source emissions of toxins, including benzene, formaldehyde, and 1,3-butadiene. Additionally, Section 219 required reformulated gasoline in select areas with the most severe ozone nonattainment conditions to further reduce mobile-source emissions.

5.2.2.2 State Regulations

California Air Resources Board

Criteria Air Pollutants

The California Air Resources Board (CARB), a department of the California Environmental Protection Agency, oversees air quality planning and control throughout California. CARB is responsible for the coordination and oversight of State and local air pollution control programs in California and for the implementation of the

California Clean Air Act (CCAA). The CCAA, adopted in 1988, requires CARB to establish the California Ambient Air Quality Standards (CAAQS). CAAQS define clean air, and are established to protect the health of the most sensitive populations, including children, the elderly, and people with lung and heart disease (CARB, 2025). An air quality standard defines the maximum amount of a pollutant averaged over a specified period that can be present in outdoor air without any harmful effects on people or the environment. CARB has established CAAQS for sulfates, hydrogen sulfide, vinyl chloride, visibility-reducing particulate matter, and the above-mentioned criteria air pollutants. Applicable CAAQS are shown in Table 5.2-1.

The CCAA requires all local air districts in the state to endeavor to achieve and maintain the CAAQS by the earliest practical date. The act specifies that local air districts shall focus particular attention on reducing the emissions from transportation and area-wide emission sources and provides districts with the authority to regulate indirect sources.

Among CARB's other responsibilities are overseeing local air districts' compliance with California and federal laws, approving local air quality plans, submitting SIPs to the USEPA, monitoring air quality, determining and updating area designations and maps, and setting emissions standards for new mobile sources, consumer products, small utility engines, off-road vehicles, and fuels.

Diesel Regulations

The CARB and the Ports of Los Angeles and Long Beach have adopted several iterations of diesel truck regulations aimed at reducing diesel particulate matter (DPM). More specifically, the CARB Drayage Truck Regulation, the CARB statewide On-road Truck and Bus Regulation, and the Ports of Los Angeles and Long Beach "Clean Truck Program" (CTP) require accelerated implementation of "clean trucks" into the statewide truck fleet. In other words, older, more polluting trucks will be replaced with newer, cleaner trucks due to these regulatory requirements.

Moreover, these regulatory requirements will dramatically reduce the average statewide DPM emissions for heavy-duty trucks (HDT) in terms of grams of DPM generated per mile traveled. Diesel emissions identified in this analysis, therefore, overstate future DPM emissions because not all these regulatory requirements are reflected in the modeling.

Toxic Air Contaminants

Air quality regulations also focus on toxic air contaminants (TACs). In general, for those TACs that may cause cancer, there is no concentration that does not present some risk. In other words, there is no safe level of exposure. This contrasts with the criteria for air pollutants, for which acceptable levels of exposure can be determined and for which ambient standards have been established. Instead, the USEPA and CARB regulate HAPs and TACs, respectively, through statutes and regulations that generally require the use of the MACT or best available control technology (BACT) for toxics to limit emissions. In conjunction with additional rules set forth by the districts, these statutes and regulations establish the regulatory framework for TACs.

TACs in California are regulated primarily through the Tanner Air Toxics Act (Assembly Bill [AB] 1807 [Chapter 1047, Statutes of 1983]) (Health and Safety Code Section 39650 et seq.) and the Air Toxics Hot Spots Information and Assessment Act (Hot Spots Act) (AB 2588 [Chapter 1252, Statutes of 1987]) (Health and Safety Code Section 44300 et seq.). AB 1807 sets forth a formal procedure for CARB to designate substances as TACs. This includes research, public participation, and scientific peer review before CARB can designate a substance as a TAC. To date, CARB has identified more than 21 TACs and adopted the USEPA's list of HAPs as TACs. Most recently, diesel PM was added to the CARB list of TACs. Once a TAC is identified, CARB adopts an airborne toxics control measure (ATCM) for sources that emit that particular TAC. If there is a safe threshold for a substance with no toxic effect, the control measure must reduce exposure to a level below that threshold. The measure must incorporate BACT to minimize emissions if there is no safe threshold.

The Air Toxics Hot Spots Information and Assessment Act requires existing facilities that emit toxic substances above a specified level to prepare a toxic-emission inventory, conduct a risk assessment if the emissions are significant, notify the public of significant risk levels, and prepare and implement risk reduction measures.

CARB published the Air Quality and Land Use Handbook: A Community Health Perspective (Handbook), which guides land use compatibility with TAC sources. Although it is not a law or adopted policy, the Handbook offers advisory recommendations for the siting of sensitive receptors near uses associated with TACs, such as freeways and high-traffic roads, commercial distribution centers, rail yards, ports, refineries, dry cleaners, gasoline stations, and industrial facilities, to help keep children and other sensitive populations out of harm's way. Based on CARB's Community Health Air Pollution Information System (CHAPIS), no primary TAC sources are located near the Project area. In addition, CARB has promulgated the following specific rules to limit TAC emissions:

- **CARB Rule 2485** (13 CCR, Chapter 10 Section 2485), Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling
- **CARB Rule 2480** (13 CCR Chapter 10 Section 2480), Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools
- **CARB Rule 2477** (13 CCR Section 2477 and Article 8), Airborne Toxic Control Measure for In-Use Diesel Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets and Facilities Where TRUs Operate

California Assembly Bill (AB) 1493– Pavley

In 2002, the California Legislature adopted AB 1493, which required the adoption of regulations to develop fuel economy standards for the transportation sector. In September 2004, pursuant to AB 1493, the CARB approved regulations to reduce fuel use and emissions from new motor vehicles beginning with the 2009 model year (Pavley Regulations). CARB, USEPA, and the United States Department of Transportation's National Highway Traffic and Safety Administration (NHTSA) have coordinated efforts to develop fuel economy standards for model 2017-2025 vehicles, which are incorporated into the "Low Emission Vehicle" (LEV) Regulations.

California Code of Regulations (CCR) Title 13, Motor Vehicles, Section 2449(d)(3)

No vehicle or engine subject to this regulation may idle for more than five consecutive minutes. The idling limit does not apply to:

- Idling when queuing;
- Idling to verify that the vehicle is in safe operating condition;
- Idling for testing, servicing, repairing, or diagnostic purposes;
- Idling necessary to accomplish work for which the vehicle was designed (such as operating a crane);
- Idling required to bring the machine system to operating temperature and
- Idling necessary to ensure safe operation of the vehicle.

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 11 is the California Green Building Standards Code (CALGreen). CALGreen is regularly updated, with the most recent update being the 2025 California Green Building Standards Code, which took effect on January 1, 2026.

The 2025 CALGreen standards that reduce air quality emissions and apply to the proposed Project include, but are not limited to, the following:

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces with 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking for clean-air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles, as shown in Table 5.106.5.2 (5.106.5.2).
- EV charging stations. New construction shall facilitate both current and future installation of EV supply equipment, with a combination of installed and EV-ready spaces and EV-capable with capacity for expansion. Compliance requires empty raceways for future conduit and documentation that the electrical system has sufficient capacity for the anticipated future load. The number of spaces to be provided for is contained in Table 5.106. 5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium—and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.
- Reducing outdoor light pollution. Outdoor lighting systems shall be designed to meet the backlight, uplight, and glare ratings per Table 5.106.8 (5.106.8).
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste under Section 5.408.1.1. 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks, associated vegetation, and soils resulting primarily from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on-site until the storage site is developed (5.408.3).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- Water-conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
    - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
    - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
    - Showerheads. Single showerheads shall have a minimum flow rate of less than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combined flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
    - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of less than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for washing fountains shall have a maximum flow rate of 0.20 gallons per cycle (5.303.3.4.5).

- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water-efficient landscape ordinance or the current California Department of Water Resources Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 square feet (SF) or for excess consumption where any tenant within a new building or within an addition that is projected to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal to or greater than 2,500 SF. Rehabilitated landscape projects with an aggregate landscape area of 2,500 square feet or greater require a building or landscape permit (5.304.3).
- Commissioning. For new buildings 10,000 SF and over, building commissioning shall be included in the design and construction processes to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

The 2025 CALGreen Building Standards Code has been adopted by the City of Hemet Municipal Code in Chapter 14, Article II, Division 12, Section 14-85.

5.2.2.2 Regional Regulations

South Coast Air Quality Management District

Criteria Air Pollutants

The South Coast Air Quality Management District (SCAQMD) achieves and maintains air quality conditions in the South Coast Air Basin, where the Project site is located, through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of air quality awareness. The clean air strategy of SCAQMD includes the preparation of plans for the attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, and issuance of permits for stationary sources of air pollution. SCAQMD also inspects stationary sources of air pollution and responds to citizen complaints; monitors ambient air quality and meteorological conditions; and implements programs and regulations required by the CAA, CAAA, and CCAA. Air quality plans applicable to the proposed Project are discussed below.

Air Quality Management Plan

SCAQMD and the Southern California Association of Governments (SCAG) are responsible for preparing the Air Quality Management Plan (AQMP), which addresses federal and State CAA requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin.

The SCAQMD Governing Board adopted the 2012 AQMP on December 12, 2012. The purpose of the 2012 AQMP for the Basin is to establish a comprehensive and integrated program that will guide the region toward compliance with the federal 24-hour $PM_{2.5}$ air quality standard and to provide an update on the Basin's commitment to meeting the federal 8-hour ozone standards. The AQMP would also satisfy recent USEPA requirements for a new attainment demonstration of the revoked 1-hour ozone standard and a vehicle miles travelled (VMT) emissions offset demonstration. The 2012 AQMP, as approved by CARB, serves as the official SIP submittal for the federal 2006 24-hour $PM_{2.5}$ standard. In addition, the AQMP updates specific new control measures and commitments for emissions reductions to implement the attainment strategy for the 8-hour ozone SIP. The 2012 AQMP set forth programs that require integrated planning efforts and the cooperation of all levels of government: local, regional, state, and federal.

In March 2017, AQMD finalized the 2016 AQMP, which continued to evaluate integrated strategies and control measures to meet the NAAQS and explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. Similar to the 2012 AQMP, the 2016 AQMP incorporated scientific and technological information and planning assumptions, including those in the Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Assessment (RTP/SCS), and updated emission inventory methodologies for various source categories.

The SCAQMD Governing Board adopted the 2022 AQMP on December 2, 2022. The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low NOx technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other CAA measures to achieve the 2015 federal 8-hour ozone standard. SCAQMD proposes a total of 49 control measures for the 2022 AQMP, including control measures focused on the widespread deployment of zero-emission and low NOx technologies through a combination of regulatory approaches and incentives.

SCAQMD Rules and Regulations

All projects within the SCAQMD's jurisdiction are subject to SCAQMD rules and regulations. Specific rules applicable to the proposed Project include the following:

Rule 203 – Permit to Operate. A person shall not operate or use any equipment or agricultural permit unit, the use of which may cause the issuance of air contaminants, or the use of which may reduce or control the issuance of air contaminants, without first obtaining a written permit to operate from the Executive Officer or except as provided in Rule 202. The equipment or agricultural permit unit shall not be operated contrary to the conditions specified in the permit to operate.

Rule 401 – Visible Emissions. A person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any 1 hour that is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart, as published by the United States Bureau of Mines.

Rule 402 – Nuisance. A person shall not discharge from any source whatsoever such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any such persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule do not apply to odors emanating from agricultural operations necessary for crop growth or the raising of poultry or livestock.

Rule 403 – Fugitive Dust. SCAQMD Rule 403 governs emissions of fugitive dust during and after construction. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

Rule 403 requires project applicants to control fugitive dust using the best available control measures such that dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, Rule 403 requires the implementation of dust suppression techniques to prevent fugitive dust from

creating an off-site nuisance. Applicable Rule 403 dust suppression (and PM_{10} generation) techniques to reduce impacts on nearby sensitive receptors may include, but are not limited to, the following:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least three times daily. Locations where grading is to occur shall be thoroughly watered prior to earthmoving.
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less.
- Suspend all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.
- Provide bumper strips or similar best management practices where vehicles enter and exit the construction site onto paved roads, or wash off trucks and any equipment leaving the site each trip.
- Replant disturbed areas as soon as practical.
- Sweep onsite streets (and offsite streets if silt is carried to adjacent public thoroughfares) to reduce the amount of particulate matter on public streets. All sweepers shall be compliant with SCAQMD Rule 1186.1, Less Polluting Sweepers.

Rule 481 – Spray Coating. This rule applies to all spray painting and spray coating operations and equipment and states that a person shall not use or operate any spray painting or spray coating equipment unless one of the following conditions is met:

- The spray coating equipment is operated within a control enclosure, which has been approved by the Executive Officer. Any control enclosure for which an application for permit for new construction, alteration, or change of ownership or location is submitted after the date of adoption of this rule shall be exhausted only through filters at a design face velocity not less than 100 feet per minute nor greater than 300 feet per minute, or through a water wash system designed to be equally effective for the purpose of air pollution control.
- Coatings are applied with high-volume low-pressure, electrostatic and/or airless spray equipment.
- An alternative method of coating application or control is used which has effectiveness equal to or greater than the equipment specified in the rule.

Rule 1108 - Volatile Organic Compounds. This rule governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the Basin. This rule also regulates the VOC content of asphalt used during construction. Therefore, all asphalt used during construction of the Project must comply with SCAQMD Rule 1108.

Rule 1113 – Architectural Coatings. No person shall apply or solicit the application of any architectural coating within the SCAQMD with VOC content in excess of the values specified in a table incorporated in the Rule.

Rule 1143 – Paint Thinners and Solvents. This rule governs the manufacture, sale, and use of paint thinners and solvents used in the thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with this rule.

Rule 2305 – Warehouse Indirect Source Rule. On May 7, 2021, the SCAQMD Governing Board approved Rule 2305. The stated purpose of the Indirect Source Rule "is to reduce local and regional emissions of nitrogen oxides and particulate matter, and to facilitate local and regional emission reductions associated with warehouses and the mobile sources attracted to warehouses to assist in meeting state and federal air

quality standards for ozone and fine particulate matter." The rule applies to owners and operators of new and existing warehouses located in the South Coast Air Basin "with greater than or equal to 100,000 square feet of indoor space in a single building that may be used for warehousing activities by one or more warehouse operators." The rule imposes a "Warehouse Points Compliance Obligation" (WPCO) on warehouse operators. Operators would be allowed to satisfy the WPCO by accumulating "Warehouse Actions and Investments to Reduce Emissions Points" (WAIRE Points) in a given 12-month period. WAIRE Points will be awarded by implementing measures to reduce emissions listed on the WAIRE Menu, or by implementing a custom WAIRE Plan approved by the SCAQMD.

5.2.2.3 Local Regulations

City of Hemet General Plan 2030

The City of Hemet General Plan 2030 contains the following policies related to air quality that are applicable to the Project:

Land Use Element

Policy LU 2.9 **Sustainable Design.** Require that new development be designed to minimize consumption of water, energy and other resources and provide long-term sustainable site and building design features.

Circulation Element

Goal C 4 **Promote and support modes of transportation that offer an alternative to single-occupancy automobile use and help reduce air pollution and road congestion.**

Policy C 4.1 **Sustainable Urban Design.** Promote urban design measures that encourage alternatives to single-occupancy vehicle transportation and direct new growth along transportation corridors as a means of reducing roadway congestion, air pollution, and non-point source water pollution.

Policy C 4.2 **Transportation Alternatives.** Support a variety of transit vehicle types and technologies and encourage alternatives to single-occupancy automobile use such as rail, public transit, paratransit, walking, cycling, and ridesharing.

Policy C 4.5 **Development Opportunities.** Require new development to include opportunities for alternate transportation, such as bicycle paths, pedestrian connections, bicycle storage, and other facilities such as NEV paths, and charging stations.

Policy C 4.6 **Vehicle Mile Reduction.** Create and implement programs that will aid in improving air quality by reducing motor vehicle trips, such as those programs recommended by the Regional Transportation Plan, Riverside County Integrated Project, and the Southern California Air Quality Management Board.

Policy C 4.7 **Employer Incentives.** Encourage all employers, especially employers of 100 or more persons to support alternative forms of transportation by providing appropriate facilities, including parking for vanpools, bicycle parking, and transit stops.

Community Services and Infrastructure Element

Policy CSI 5.4 **Solar Energy.** Encourage new buildings to maximize solar access to promote passive solar energy use, natural ventilation, effective use of daylight, an on-site solar generation.

Policy CSI 5.5 **Energy Efficient Design.** Encourage the efficient use of energy resources by residential, commercial and industrial users by requiring project proposals to incorporate energy efficient products and techniques into their designs in accordance with adopted California Green Building Standards Code standards and other adopted development standards.

Policy CSI 8.4 **Green Building.** Through incentives such as expedited review of development projects, promotes nonrequired alternative energy practices and Leadership in Energy and Environmental Design (LEED) certifications.

Open Space and Conservation Element

Goal OS 6 **Conserve Energy resources through the use of available technology and conservation technologies.**

Policy OS 6.1 **CALGreen Standards.** Encourage the efficient use designs in accordance with the adopted California Green Building Standards Code standards and of energy resources by residential, commercial, and industrial users by requiring project proposals to incorporate energy-efficient products and techniques into their other development standards.

Policy OS 6.5 **Clean Energy.** Support the use and production of clean energy resources through green technology and programs that promote wind, solar, renewable, biomass, and cogenerating energy sources, where compatible with adjacent land uses.

Policy OS 6.6 **Solar Energy.** Encourage existing and new structures to maximize solar access by promoting passive solar energy design, natural ventilation, effective use of daylight, and on-site solar generation.

Goal OS 7 **Improve air quality and seek to reduce greenhouse gas emissions.**

Policy OS 7.1 **Air Pollution Reduction.** Reduce the amount of air pollution emissions from mobile and stationary sources and enhance the South Coast Air Basin by using best management practices in development proposals and project implementation.

Policy OS 7.9 **Stationary Source Pollution.** Continue to minimize stationary source pollution through the following: Ensure that industrial and commercial land uses are meeting existing South Coast Air Quality Management air thresholds by adhering to established rules and regulations. Encourage the use of new technology to neutralize harmful criteria pollutants from stationary sources. Reduce exposure of the City's sensitive receptors to poor air quality nodes through smart land use decisions.

Policy OS 7.10 **Sensitive Receptors.** Locate sensitive receptors (i.e., residences, playgrounds, childcare centers, athletic facilities, churches, long term health care facilities, rehabilitation centers, convalescent centers, and retirement homes) away from significant pollution sources to the maximum extent feasible.

Policy OS 7.11 **Fugitive Dust.** Reduce the amount of fugitive dust released into the atmosphere by construction and demolition, materials handling, paved roads, unpaved roads, and stockpiles through development standards and compliance with CEQA regulations.

Policy OS 7.12 **Best Management Practices.** Ensure all applicable best management practices are used in accordance with South Coast Air Quality Management District (SCAQMD) to reduce emitting criteria pollutants during construction.

Policy OS 8.6 **Vehicle Miles Traveled.** Cooperate with regional, state, and federal agencies to reduce vehicle miles traveled and consequent emission through job creation.

5.2.3 ENVIRONMENTAL SETTING

5.2.3.1 Climate and Meteorology

The Project area is located within the South Coast Air Basin (Basin), which is under the jurisdiction of the SCAQMD. The Basin is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. It includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange County.

The ambient concentrations of air pollutants are determined by the emissions released by sources and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, the existing air quality conditions in the area are determined by natural factors such as topography, meteorology, and climate, in addition to the number of emissions released by existing air pollutant sources.

Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants. The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. The Basin is a coastal plain connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate with light average wind speeds. The usually mild climatological pattern is occasionally disrupted by periods of extremely hot weather, winter storms, or Santa Ana winds. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cool marine layer and inhibits the pollutants in the marine layer from dispersing upward. In addition, light winds during the summer further limit ventilation. Furthermore, sunlight triggers the photochemical reactions that produce ozone.

5.2.3.2 Criteria Air Pollutants

The CARB and USEPA currently focus on the following air pollutants as indicators of ambient air quality: ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), respirable particulate matter with an aerodynamic diameter of 10 microns or less (PM_{10}), fine particulate matter with an aerodynamic diameter of 2.5 microns or less ($PM_{2.5}$), and lead. These pollutants are referred to as "criteria air pollutants" because they are the most prevalent air pollutants known to be harmful to human health. Extensive health-effects criteria regarding the effects of these pollutants on human health and welfare have been prepared over the years. Standards have been established for each criteria pollutant to meet specific public health and welfare criteria outlined in the federal Clean Air Act (CAA). California has generally adopted more stringent ambient air quality standards for the criteria air pollutants (referred to as State Ambient Air Quality Standards, or State standards). It has adopted air quality standards for some pollutants for which no corresponding national standard exists, such as sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

Ozone

Ozone, the main component of photochemical smog, is primarily a summer and fall pollution problem. Ozone is not directly emitted into the air, but rather formed through a complex series of chemical reactions involving

other directly emitted compounds. These directly emitted pollutants (also known as ozone precursors) include reactive organic gases (ROGs), volatile organic compounds (VOCs), and oxides of nitrogen (NOx). While both ROGs and VOCs refer to compounds of carbon, ROG is a term used by CARB and is based on a list of exempted carbon compounds determined by CARB. VOC is a term the USEPA uses and is based on its exempt list. The period required for ozone formation allows the reacting compounds to spread over a large area, producing regional pollution problems. Ozone concentrations are the cumulative result of regional development patterns rather than the result of a few significant emission sources.

Once ozone is formed, it remains in the atmosphere for one or two days. It is then eliminated through reaction with chemicals on plant leaves, attachment to water droplets as they fall to earth ("rainout"), or absorption by water molecules in clouds that later fall to earth with rain ("washout").

Short-term exposure to ozone can irritate the eyes and constrict the airways. In addition to shortness of breath, ozone can exacerbate existing respiratory diseases, including asthma, bronchitis, and emphysema.

Carbon Monoxide

CO is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter morning when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone, motor vehicles operating at slow speeds are the primary source of CO in the Basin. The highest ambient CO concentrations are near congested transportation corridors and intersections.

Nitrogen Dioxide

NO_2 is a reddish-brown gas that is a by-product of combustion processes. Automobiles and industrial operations are the primary sources of NO_2. Combustion devices primarily emit nitric oxide (NO), which reacts through oxidation in the atmosphere to form NO_2. The combined emissions of NO and NO_2 are referred to as NOx, which are reported as equivalent NO_2. Aside from contributing to ozone formation, NO_2 can increase the risk of acute and chronic respiratory disease and reduce visibility. NO_2 may be visible as a coloring component of a brown cloud on high-pollution days, especially in conjunction with high ozone levels.

Sulfur Dioxide

SO_2 is a colorless, extremely irritating gas or liquid that enters the atmosphere as a pollutant mainly of the burning of high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When SO_2 oxidizes in the atmosphere, it forms sulfur trioxide (SO_3). Collectively, these pollutants are referred to as sulfur oxides (SOx).

Major sources of SO_2 include power plants, , extensive industrial facilities, diesel vehicles, and oil-burning residential heaters. SO2 emissions aggravate lung diseases, especially bronchitis. This compound also constricts the breathing passages, particularly in individuals with asthma and those engaged in moderate to heavy exercise. SO2 potentially causes wheezing, shortness of breath, and coughing. Long-term SO_2 exposure has been associated with an increased risk of mortality from respiratory or cardiovascular disease.

Particulate Matter

PM_{10} and $PM_{2.5}$ consist of particulate matter that is 10 microns or less in diameter and 2.5 microns or less in diameter, respectively (a micron is one-millionth of a meter). PM_{10} and $PM_{2.5}$ represent fractions of particulate matter that can be inhaled into the air passages and lungs, causing adverse health effects. Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases,

heart and lung disease, and coughing, bronchitis and respiratory illnesses in children. Particulate matter can also damage materials and reduce visibility. One common source of $PM_{2.5}$ is diesel exhaust emissions.

PM_{10} consists of particulate matter emitted directly into the air (e.g., fugitive dust, soot, and smoke from mobile and stationary sources, construction operations, fires, and natural windblown dust) and particulate matter formed in the atmosphere by condensation and/or transformation of SO_2 and ROG. Traffic generates particulate matter emissions through the entrainment of dust and dirt particles that settle onto roadways and parking lots. PM_{10} and $PM_{2.5}$ are also emitted by burning wood in residential wood stoves, fireplaces, and open agricultural burning. $PM_{2.5}$ can also be formed through secondary processes such as airborne reactions with specific pollutant precursors, including ROGs, ammonia (NH_3), NOx, and SOx.

Lead

Lead is a metal that is naturally found in the environment and some manufactured products. Various activities can contribute to lead emissions, which are grouped into two general categories: stationary and mobile sources. On-road mobile sources include light-duty automobiles, light-, medium-, and heavy-duty trucks, and motorcycles.

Lead emissions have dropped substantially over the past 40 years. The reduction before 1990 is largely due to the phase-out of lead as an anti-knock agent in gasoline for on-road automobiles. Substantial emission reductions have also been achieved due to enhanced controls in the metals processing industry. In the Basin, atmospheric lead is generated almost entirely by the combustion of leaded gasoline and contributes less than one percent of the material collected as total suspended particulates.

5.2.3.3 Toxic Air Contaminants

Concentrations of toxic air contaminants (TACs), or hazardous air pollutants (HAPs) in federal parlance, are also used as indicators of ambient air quality conditions. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or serious illness or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may threaten public health even at low concentrations.

According to the California Almanac of Emissions and Air Quality, the majority of the estimated health risk from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines (DPM). DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances. Although diesel-fueled internal combustion engines emit DPM, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present.

Unlike the other TACs, no ambient monitoring data are available for DPM because no routine measurement method currently exists. However, CARB has made preliminary concentration estimates based on a method of particulate matter exposure. This method utilizes the CARB emissions inventory's PM_{10} database, ambient PM_{10} monitoring data, and the results of several studies to estimate concentrations of diesel particulate matter (PM). In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene.

5.2.3.4 CO Hotspots

An adverse CO concentration, known as a "hot spot" is an exceedance of the State 1-hour standard of 20 ppm or the 8-hour standard of 9 ppm. It has long been recognized that CO hotspots are caused by vehicular

emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams per mile for passenger cars (with more stringent requirements for certain vehicles). With the turnover of older vehicles, the introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the South Coast Air Basin is now designated as attainment, and CO concentrations in the Project vicinity have steadily declined.

5.2.3.5 Odorous Emissions

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). Offensive odors are unpleasant and can cause public distress, resulting in citizen complaints to local governments. Although unpleasant, offensive odors rarely cause physical harm. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source, wind speed, direction, and the sensitivity of receptors.

5.2.3.6 Existing Conditions

SCAQMD maintains monitoring stations within Source Receptor Areas (SRAs) that monitor air quality and compliance with associated ambient standards. The Project site is located within the Hemet/San Jacinto Valley SRA (SRA 28). It should be noted that there are no monitoring stations within SRA 28. The air quality monitoring stations closest to the Project site used to report air quality data for O_3, CO, NO_2, PM_{10}, and $PM_{2.5}$ are located at 200 S. Hathaway Street in Banning and 5888 Mission Boulevard in Rubidoux, California.

Both CARB and USEPA use this type of monitoring data to designate areas with air quality problems and to initiate planning efforts for improvement. The three basic designation categories are nonattainment, attainment, and unclassified. Nonattainment is defined as any area that does not meet, or that contributes to ambient air quality in a nearby area that does not meet the primary or secondary ambient air quality standard for the pollutant. Attainment is defined as any area that meets the primary or secondary ambient air quality standard for the pollutant. Unclassifiable is defined as any area that cannot be classified since available information as meeting or not meeting the primary or secondary ambient air quality standard for the pollutant. California designations include a subcategory of nonattainment-transitional, which is given to nonattainment areas that are progressing and nearing attainment.

The SCAQMD monitors levels of various criteria pollutants at 38 permanent monitoring stations and 5 single-pollutant source lead air monitoring sites throughout the air district. As indicated in the monitoring results presented in Table 5.2-2, the federal PM_{10} standard had no exceedances in the three-year period between 2021 and 2023. The State PM_{10} standard exceeded two times in 2023 only. The $PM_{2.5}$ federal standard exceeded an unknown number of times during the three-year period. The 1-hour ozone State standard exceeded 41 times in 2021, 30 times in 2022, and 28 times in 2023. The 8-hour ozone State standard exceeded 82 times in 2021, 59 times in 2022, and 53 times in 2023. The 8-hour ozone federal standard was 80 times in 2021, 56 times in 2022, and 51 times in 2023. In addition, the CO, SO_2, and NO_2 standards were not exceeded in this area during the three-year period. See Table 5.2-3, for attainment designations for the South Coast Air Basin.

Table 5.2-2: Air Quality Monitoring Summary 2023-2023

Pollutant	Standard	2021	2022	2023
Carbon Monoxide (CO)[1]				
Maximum 1-hour concentration (ppm)		2.1	1.5	1.7
Number of days exceeded:	State: > 20 ppm	0	0	0
	Federal: > 35 ppm	0	0	0
Maximum 8-hour concentration (ppm)		1.7	1.1	1.2
Number of days exceeded:	State: > 9 ppm	0	0	0
	Federal: > 9 ppm	0	0	0
Ozone (O_3)[2]				
Maximum 1-hour concentration (ppm)		0.139	0.116	0.140
Number of days exceeded:	State: > 0.09 ppm	41	30	28
Maximum 8-hour concentration (ppm)		0.116	0.101	0.106
Number of days exceeded:	State: > 0.07 ppm	82	59	53
	Federal: > 0.07 ppm	80	56	51
Coarse Particulates (PM_{10})[2]				
Maximum 24-hour concentration (µg/m3)		44.8	48.3	94.5
Number of days exceeded:	State: > 50 µg/m3	0	0	2
	Federal: > 150 µg/m3	0	0	0
Annual arithmetic average concentration (µg/m3)		21.2	22.5	22.3
Exceeded for the year:	State: > 20 µg/m3	Yes	Yes	Yes
	Federal: > 50 µg/m3	No	No	No
Fine Particulates ($PM_{2.5}$)[2]				
Maximum 24-hour concentration (µg/m3)		40.9	37.9	ND
Number of days exceeded:	Federal: > 35 µg/m3	ND	ND	ND
Annual arithmetic average concentration (µg/m3)		10.5	11.7	ND
Exceeded for the year:	State: > 12 µg/m3	No	No	ND
	Federal: > 15 µg/m3	No	No	ND
Nitrogen Dioxide (NO_2)[2]				
Maximum 1-hour concentration (ppm)		0.056	0.051	0.049
Number of days exceeded:	State: > 0.250 ppm	0	0	0
Annual arithmetic average concentration (ppm)		0.008	0.008	0.007
Exceeded for the year:	Federal: > 0.053 ppm	No	No	No
Sulfur Dioxide (SO_2)[1]				
Maximum 1-hour concentration (ppm)		0.0021	0.0067	0.0031
Number of days exceeded:	State: > 0.25 ppm	0	0	0
Maximum 24-hour concentration (ppm)		0.0011	0.0012	0.0007
Number of days exceeded:	State: > 0.04 ppm	0	0	0
	Federal: > 0.14 ppm	0	0	0
Annual arithmetic average concentration (ppm)		0.00051	0.00054	0.0002
Exceeded for the year:	Federal: > 0.030 ppm	No	No	No

Sources: Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix B)

Pollutant	Standard	2021	2022	2023

[1] Data taken from 5888 Mission Blvd., Rubidoux Monitoring Station.
[2] Data Taken from 200 S. Hathaway St., Banning Monitoring Station.
µg/m3 = micrograms per cubic meter
ND = No data. There was insufficient (or no) data to determine the value.
ppm = parts per million

Table 5.2-3: Attainment Status of Criteria Pollutants in the South Coast Air Basin (SCAB)

Criteria Pollutant	State Designation	Federal Designation
O_3 – 1-hour standard	Nonattainment	Extreme Nonattainment
O_3 – 8-hour standard	Nonattainment	Extreme Nonattainment
PM_{10}	Nonattainment	Attainment/Maintenance
$PM_{2.5}$	Nonattainment	Serious Nonattainment
CO	Attainment	Attainment/Maintenance
NO_2	Attainment	Attainment/Maintenance
SO_2	N/A	Attainment/Unclassified
Lead	Attainment	Attainment[1]
All others	Attainment/Unclassified	Attainment/Unclassified

Source: Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix B)
[1] Except in Los Angeles County

Sensitive Land Uses

Land uses such as schools, children's daycare centers, hospitals, and convalescent homes are more sensitive to poor air quality than the public because the population groups associated with these uses have increased susceptibility to respiratory distress. In addition, residential uses are considered more sensitive to air quality conditions than commercial and industrial uses, because people generally spend more extended periods of time at their residences, resulting in greater exposure to ambient air quality conditions. Recreational land uses are considered moderately sensitive to air pollution. Exercise places a high demand on respiratory functions, which can be impaired by air pollution, even though exposure periods during exercise are generally short. Additionally, noticeable air pollution can detract from the enjoyment of recreational activities.

Land uses in the Project area include a mobile home park and commercial uses to the north, a mobile home park to the west, Hemet-Ryan Airport and undeveloped land to the south, and a solar farm and undeveloped land to the east. The closest sensitive receptors to the Project site are residential uses, including the mobile home park located approximately 25 feet (8 meters) west of the Project's site boundary. Additionally, a mobile home park is located approximately 120 feet north of the site across West Acacia Avenue and West Florida Avenue.

5.2.4 AREAS OF PUBLIC CONCERN

During the Notice of Preparation (NOP) and Initial Study public review period, comments were received from agencies, organizations, and members of the public regarding potential environmental effects associated with the proposed Project related to air quality. The comments reflected concerns regarding the following topics:

- Concern regarding the potential for dust, diesel exhaust, and other air pollutants generated by Project construction and operations to infiltrate nearby residences, including homes within adjacent residential communities.
- Concern regarding potential air quality impacts to sensitive receptors, including elderly residents and individuals with existing health conditions within the surrounding community.
- Concern regarding construction-related and operational dust generation, including fugitive dust associated with warehouse and industrial activities in the Project vicinity.
- Concern regarding the transport and dispersion of airborne dust particles and the potential for dust to affect nearby residential areas and sensitive populations.

These comments were reviewed and considered during preparation of this Draft EIR. The issues raised by agencies, organizations, and members of the public are addressed through the analysis presented in this section and informed by the relevant technical studies and supporting documentation prepared for the proposed Project.

Where applicable, the analysis in this section:

- Evaluates the potential for the Project to result in the environmental effects identified in public comments.
- Incorporates standard regulatory requirements, design features, and/or mitigation measures intended to reduce potential impacts, and
- Provides additional explanation regarding the basis for impact determinations in response to issues raised during the public review process.

It is important to note that while all comments received during the public review process were reviewed and considered, the determination of significance under CEQA is based on substantial evidence in the record, including technical studies, applicable thresholds of significance, and regulatory requirements. In certain instances, concerns raised during public review reflect issues that are broader policy considerations or site-specific preferences; however, this Draft EIR focuses on impacts to the physical environment as defined under CEQA Guidelines Section 15382.

5.2.5 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse effect on air quality resources if it would:

AQ-1 Conflict with or obstruct implementation of the applicable air quality plan;

AQ-2 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;

AQ-3 Expose sensitive receptors to substantial pollutant concentrations; or

AQ-4 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Regional Thresholds

The SCAQMD's most recent regional significance thresholds from March 2023 for regulated pollutants are listed in Table 5.2-4. The SCAQMD's CEQA air quality methodology states that any projects resulting in daily emissions exceeding the thresholds in Table 5.2-4 would be considered to have both individually significant (project-level) and cumulatively significant air quality impacts.

Table 5.2-4: SCAQMD Regional Air Quality Thresholds

Pollutant	Construction	Operations
NOx	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
SOx	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

Source: SCAQMD, 2023

Localized Significance Thresholds

SCAQMD has also developed localized significance thresholds (LSTs) that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standards and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of that pollutant for each of the 38 source receptor areas (SRAs) in the Basin, which include the city of Hemet and the surrounding areas of the San Jacinto Valley. The localized thresholds, which are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by SCAQMD, were developed for use on projects that are less than or equal to five acres in size and are only applicable to the following criteria pollutants: NOx, CO, PM_{10}, and $PM_{2.5}$.

For the proposed Project, the appropriate SRA for the LST is the Hemet/San Jacinto Valley (SRA 28). SCAQMD provides LST screening tables for 25-, 50-, 100-, 200-, and 500-meter source-receptor distances. The closest sensitive receptors to the project site are residential uses such as the single-family homes located approximately 25 feet (8 meters) west of the Project's site boundary. Based on the anticipated construction equipment, it is assumed that the maximum daily disturbed acreage for the proposed Project would be more significant than five acres. For projects that exceed 5 acres, the 5-acre LST look-up tables can be used as a screening tool to determine whether pollutants require additional detailed analysis. This approach is conservative, assuming that all on-site emissions associated with the project would occur within a concentrated five-acre area. This screening method would, therefore, over-predict potential localized impacts because it assumes that on-site operational activities are occurring over a smaller area. Consequently, the resulting concentrations of air pollutants are more highly concentrated once they reach the smaller site boundary than they would be if the activities were spread out over a larger surface area. On a larger site, the same amount of air pollutants generated would disperse over a larger surface area. They would result in a lower concentration once emissions reach the project-site boundary. As such, LSTs for a greater than 5-acre site during operations are conservatively used as a screening tool to determine if further detailed analysis is required.

SCAQMD's LST methodology was specifically developed to evaluate potential localized exposure impacts to nearby sensitive receptors, including residential uses, schools, daycare centers, hospitals, and similar populations that may be more sensitive to air pollutant exposure. Sensitive receptor populations include children, elderly persons, and individuals with pre-existing respiratory or cardiovascular conditions. The LST methodology incorporates conservative assumptions regarding pollutant dispersion and receptor exposure and is intended to ensure that localized pollutant concentrations remain below the most stringent applicable federal and State ambient air quality standards. Therefore, compliance with applicable LST thresholds is considered protective of nearby sensitive populations, including elderly residents and individuals with existing health conditions. Table 5.2-5 lists the thresholds that are used to evaluate LST emissions.

Table 5.2-5: SCAQMD Localized Significance Thresholds

Emissions Source	Pollutant Emissions Threshold (lbs/day)			
	NOx	CO	PM_{10}	$PM_{2.5}$
Construction	371.0	1,965.0	13.0	8.0
Operations	371.0	1,965.0	4.0	2.0

Source: SCAQMD, 2008

CO Hotspots

Areas of vehicle congestion can potentially create pockets of CO called hotspots. These pockets can potentially exceed the State one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. Because CO is produced in most incredible quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hotspots are usually produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. With the turnover of older vehicles and the introduction of cleaner fuels, as well as the implementation of control technology on industrial facilities, CO concentrations in the South Coast Air Basin and the state have steadily declined. The analysis of CO hotspots compares the volume of traffic that can generate a CO hotspot and the volume of traffic with the implementation of the proposed Project.

Diesel Mobile Source Health Risk Threshold

Cancer risk is expressed in terms of expected incremental incidence per million population. The SCAQMD has established an incidence rate of 10 persons per million as the maximum acceptable incremental cancer risk due to diesel particulate matter (DPM) exposure. This threshold determines whether a given project has a potentially significant development-specific and cumulative impact. The SCAQMD considers projects that exceed the project-specific significance thresholds to be cumulatively considerable. Thus, the project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are not considered to be cumulatively significant.

A multi-pathway assessment has been conducted to evaluate the Project's emissions during construction and operation following the modeling techniques recommended in the CalEPA's Office of Environmental Health Hazard Assessment (OEHHA) *Air Toxic Hot Spots Program Risk Assessment Guidelines*. The analysis herein has been conducted in accordance with SCAQMD requirements for Health Risk Assessment (HRA). The HRA analysis was performed using three models: (1) EMFAC2021 for on-road vehicle emissions factors and percentages of fuel type within the overall vehicle fleet; (2) the USEPA AERMOD air dispersion model to determine how the TACs would move through the atmosphere after release from sources both on-site and on surrounding roadways; and (3) CARB's HARP2 model to translate the pollutant concentrations from AERMOD into individual health risks at any sensitive receptor locations surrounding the Project site.

The HRA methodology recommended by OEHHA and SCAQMD is specifically intended to evaluate potential long-term health effects to sensitive receptor populations from exposure to toxic air contaminants, including DPM. The HRA utilizes conservative exposure assumptions designed to evaluate impacts to the maximally exposed individual receptor and incorporates age sensitivity factors and exposure parameters intended to protect vulnerable populations, including children, elderly individuals, and persons with pre-existing health conditions. Accordingly, the HRA methodology provides a health-protective and conservative evaluation of potential Project-related health risks.

5.2.6 METHODOLOGY

This analysis focuses on the nature and magnitude of the change in the air quality environment due to the implementation of the proposed Project, based on the maximum development assumptions outlined in Section 3.0, *Project Description*.

Air pollutant emissions associated with the proposed Project would result from the use of construction equipment and construction-related traffic. Additionally, emissions would be generated from operations of the future warehouses and traffic volumes generated by this new use. The net increase in emissions generated by these activities and other secondary sources has been quantitatively estimated and compared to the applicable thresholds of significance recommended by SCAQMD.

AQMP Consistency

SCAQMD's CEQA Handbook suggests an evaluation of the following two criteria to determine whether a project involving a legislative land use action (such as the proposed General Plan land use and zoning designation changes) would be consistent or in conflict with the AQMP:

1. The Project would not generate population and employment growth that would be inconsistent with SCAG's growth forecasts.
2. The Project would not increase the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Consistency Criterion No. 1 refers to the SCAG's growth forecast and associated assumptions included in the AQMP. The future air quality levels projected in the AQMP are based on SCAG's growth projections, which are based, in part, on the general plans of cities and counties located within the SCAG region and, in part, on SCAG's three Land Development Categories. Therefore, if the level of housing or employment related to the proposed Project is consistent with the applicable assumptions used in the development of the AQMP, the Project would not jeopardize the attainment of the air quality levels identified in the AQMP.

Consistency Criterion No. 2 refers to the CAAQS. An impact would occur if the long-term emissions associated with the proposed Project would exceed SCAQMD's regional significance thresholds for operation-phase emissions.

Construction

Short-term construction-generated emissions of criteria air pollutants and ozone precursors from the development of the Project were assessed by methods recommended by SCAQMD. The Project's regional emissions were modeled using the California Emissions Estimator Model (CalEEMod), as recommended by SCAQMD. CalEEMod was used to determine whether short-term construction-related emissions of criteria air pollutants associated with the proposed Project would exceed applicable regional thresholds and where mitigation would be required. Modeling was based on Project-specific data and predicted short-term construction-generated emissions related to the proposed Project and were compared with applicable SCAQMD regional thresholds for determination of significance. As described in Section 3.0, *Project Description,* the Project has committed to using construction equipment that meets or exceeds the US EPA's Tier 4 Final emission standards for off-road diesel engines during all construction phases (PDF AQ-1). Therefore, the modeling includes the use of Tier 4 construction equipment.

Construction-related emissions evaluated in this analysis include exhaust emissions from off-road construction equipment and construction-related vehicle trips, as well as fugitive dust emissions generated from grading, earth-moving activities, vehicle travel over exposed surfaces, and material handling. Fugitive dust emissions

primarily consist of particulate matter (PM10 and PM2.5), which are specifically evaluated under both the regional and localized significance threshold analyses. Therefore, the analysis expressly accounts for potential dust generation associated with construction activities and evaluates whether such emissions could result in significant impacts to nearby sensitive receptors.

In addition, to determine whether or not construction activities associated with the development of the Project would create significant adverse localized air quality impacts on nearby sensitive receptors, the worst-case daily emissions contribution from the proposed Project was compared to SCAQMD's LSTs that are based on the pounds of emissions per day that a project can generate without causing or contributing to adverse localized air quality impacts. The daily total on-site combustion, mobile, and fugitive dust emissions associated with construction were combined and evaluated against SCAQMD's LSTs for a 5-acre site.

The localized analysis conservatively assumes that peak daily construction activities and associated emissions occur within a concentrated disturbance area nearest sensitive receptors. As discussed above, the LST methodology is intended to evaluate potential localized impacts to nearby sensitive populations and includes fugitive dust emissions as part of the analysis. Therefore, the use of SCAQMD LST thresholds provides a conservative and health-protective evaluation of potential short-term air quality impacts associated with Project construction activities.

Operations

Long-term (i.e., operational) regional emissions of criteria air pollutants and precursors, including mobile- and area-source emissions from the Project, were also quantified using the CalEEMod computer model. Area-source emissions were modeled according to the proposed land-use size and type. Mass mobile-source emissions were modeled based on the increase in daily vehicle trips resulting from the proposed Project. Trip generation rates were available from the Traffic Impact Analysis prepared for the proposed Project (Appendix M). Predicted long-term operational emissions were compared with applicable SCAQMD thresholds to determine significance.

Operational emissions evaluated in this analysis include mobile-source emissions associated with passenger vehicles and truck traffic, area-source emissions, and particulate matter emissions associated with Project operations. The operational analysis also incorporates the HRA discussed above to evaluate potential exposure of nearby sensitive receptors to diesel particulate matter and other toxic air contaminants associated with long-term Project operations. The applicable SCAQMD regional thresholds, LST methodology, and HRA significance thresholds are designed to be health protective and conservative for nearby sensitive populations.

Trip Length

To determine emissions from passenger car vehicles, two-axle trucks (LHDT1, LHDT2), and three-axle trucks (MHDT), the CalEEMod defaults of 40 miles were utilized for trip length. To determine truck emissions for the proposed industrial uses, the analysis incorporated the SCAQMD-recommended truck trip length of 40 miles for four-axle and five-axle (HHDT) trucks.

On-Site Equipment Emissions

It is anticipated that the Project would utilize one 350-horsepower fire pump and three 238-horsepower fire pumps. For analytical purposes, it is assumed that fire pumps run for 50 hours per year, or approximately one hour per day. No natural gas usage is expected during the operation of the proposed Project. In addition, the proposed Project would include energy efficiency features such as the installation of enhanced insulation; solar-ready structure design; electrical system design to accommodate for future renewable energy, PV systems, and battery storage; and installation of energy-efficient lighting, heating, and

ventilation systems, and appliances. Where Project-specific data were not available, default assumptions (e.g., water usage, and solid waste generation) from CalEEMod were used to estimate project emissions.

5.2.7 ENVIRONMENTAL IMPACTS

IMPACT AQ-1: WOULD THE PROJECT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF AN APPLICABLE AIR QUALITY PLAN?

Less than Significant Impact. The SCAQMD's 2022 AQMP is the applicable air quality plan for the proposed Project site. Pursuant to Consistency Criterion No. 1, the SCAQMD's 2022 AQMP is the applicable air quality plan for the proposed Project. Projects that are consistent with the regional population, housing, and employment forecasts identified by SCAG are considered to be consistent with the AQMP growth projections since the forecast assumptions by SCAG form the basis of the land use and transportation control portions of the AQMP. Additionally, because SCAG's regional growth forecasts are based upon, among other things, land uses designated in general plans, a project that is consistent with the land use designated in a general plan would also be consistent with the SCAG's regional forecast projections, and thus also with the AQMP growth projections.

The proposed Project would require a zone change from the site's existing General Commercial (C-2) zoning to Business Park (B-P) in the northern portion of the project site. The existing southern zone of Business Park would remain. The zone change to B-P would accommodate that portion of the project site to develop industrial warehouse uses. The zone change would also require a General Plan Amendment (GPA) to the City of Hemet's General Plan Land Use Plan Map to change the existing land use designation in the northern portion of the Project site from Community Commercial to Business Park. Additionally, the Proposed project would include an amendment to the Roadway Circulation Master Plan for the vacation of Whittier Avenue along the south property line to Cawston Avenue.

According to SCAG's 2024-2050 RTP/SCS, the City's population, households, and employment are forecast to increase by approximately 56,838[1] residents, 19,500 households, and 23,500 jobs, respectively, between 2019 and 2050 (SCAG, 2024). As described in Section 3.0, *Project Description,* Building 1 is proposed for industrial warehouse purposes and would function as a built-to-suit distribution center with associated administrative offices. As such, the Project applicant has determined that the warehouse (Building 1) would accommodate approximately 200 employees. The remaining three warehouse buildings totaling 423,670 SF would be speculative. Based on the County of Riverside General Plan EIR's employment generation factors of 1,030 SF of industrial space per employee, 423,670 SF of warehouse space would require approximately 412 employees (County of Riverside, 2002). This brings the total estimated Project employment to 612. The additional 612 employees would represent roughly 2.6 percent of projected employment growth within the City of Hemet according to SCAG's 2024-2050 RTP/SCS, which projects the City of Hemet will increase employment by 23,500 jobs between 2019 and 2050 (SCAG, 2024). Therefore, the Project's labor demand would not substantially increase population, households, or employment in the city. Therefore, the Project is consistent with the SCAQMD 2022 AQMP and would not result in an impact related to Criterion No.1.

Regarding Consistency Criterion No. 2, which evaluates the potential of the proposed Project to increase the frequency or severity of existing air quality violations, as described previously, an impact related to

[1] The 2050 population estimate was derived using the methodology presented in Section 4.5 of the SCAG Demographics & Growth Forecast which states that an estimate of the future City-level population based on 2024 Connect SoCal's household forecast can be derived using a county-level Population: Housing ratio from TABLE 12 in the SCAG Demographics & Growth Forecast and applying it to the City's future household growth (Southern California Association of Governments, 2024).

Consistency Criterion No. 2 would occur if the long-term emissions associated with the proposed Project would exceed SCAQMD's regional significance thresholds for operation-phase emissions. As detailed below in Impact AQ-2, the Project would result in regional operational-source emissions that would not exceed the SCAQMD thresholds of significance. Therefore, the Project would not increase the frequency or severity of existing air quality violations and would not contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. Therefore, the proposed Project would not result in an impact related to Consistency Criterion No. 2.

Overall, the Project would not result in an inconsistency with SCAG's regional growth forecast or result in increased regional air quality emissions that would exceed thresholds. The Project would implement the City of Hemet General Plan Policies C-4, C-4.1, C-4.2, CD-4.5, CD-4.6, CSI 5.5, OS-6.1, OS 7.1, OS 7.9, OS 7.10, OS 7.11, OS-7.12, and OS-8.6, which would further minimize impacts. Therefore, the proposed Project would not result in a conflict with, nor would it obstruct, the implementation of the AQMP, and its impacts would be less than significant.

IMPACT AQ-2: WOULD THE PROJECT RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF A CRITERIA POLLUTANT FOR WHICH THE PROJECT REGION IS NON-ATTAINMENT UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?

Construction

Less than Significant Impact. Construction activities associated with the Project would result in emissions of CO, VOCs, NOx, SOx, PM_{10}, and $PM_{2.5}$. Pollutant emissions associated with construction would be generated from the following construction activities: (1) site preparation, (2) grading, (3) building construction, (4) paving, and (5) application of architectural coatings. These construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants. In addition, emissions would result from the import of approximately 91,121 cubic yards of soil during the grading phase.

Construction emissions are short-term and temporary. The maximum daily construction emissions for the proposed Project were estimated using CalEEMod. The modeling includes compliance with SCAQMD Rules 403 and 1113 (described above), which are included as PPP AQ-1 and PPP AQ-2, and would reduce air contaminants during construction. Table 5.2-6 provides the maximum daily emissions of criteria air pollutants from the construction of the Project. As shown, emissions resulting from Project construction would not exceed the thresholds established by the SCAQMD, and impacts would be less than significant.

Table 5.2-6: Project Construction Emissions

Project Construction	Maximum Pollutant Emissions (lbs/day)					
	VOCs	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Maximum (lbs/day)	53.0	30.5	58.0	0.2	10.3	4.1
SCAQMD Thresholds	75.0	100.0	550.0	150.0	150.0	55.0
Exceeds?	No	No	No	No	No	No

Source: Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix B)
Note: Maximum emissions of VOCs and CO occurred during the overlapping building construction and architectural coating phases.

Operation

Less than Significant Impact. Implementation of the proposed Project would result in long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as landscaping, applications of architectural coatings, and consumer products such as cleaning compounds, detergents, personal care products, and garden products. Operation of the proposed Project would include emissions

from vehicles traveling to the Project site and from vehicles in the parking lots and loading areas. Area source emissions would occur from the operation of a 350-horsepower diesel fire pump and three 238-horsepower fire pumps, which would be regulated and require a permit from SCAQMD (PPP AQ-3). As shown in Table 5.2-7, the Project's net operational activities would not exceed the numerical thresholds of significance established by the SCAQMD for emissions of any criteria pollutants, and impacts would be less than significant. In addition, the Project would implement the City of Hemet General Plan Policies C-4, C-4.1, C-4.2, CD-4.5, CD-4.6, CSI 5.5, OS-6.1, OS 7.1, OS 7.9, OS 7.10, OS 7.11, OS-7.12, and OS-8.6, which would further reduce impacts.

Table 5.2-7: Summary of Peak Operational Emissions

Emission Type	Pollutant Emissions (lbs/day)					
	VOCs	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Mobile Sources – Vehicle Trips and Light Duty Trucks	7.5	7.0	74.6	0.2	16.4	4.2
Mobile Sources – Heavy Duty Truck Trips	0.4	35.0	6.7	0.3	9.6	3.0
Area Sources	35.0	0.4	49.1	<0.1	0.1	0.1
Energy Sources	0.0	0.0	0.0	0.0	0.0	0.0
Stationary Sources	0.2	0.7	0.6	<0.1	<0.1	<0.1
Total Proposed Project Emissions	43.1	43.1	131.0	0.5	26.1	7.3
SCAQMD Thresholds	55.0	55.0	550.0	150.0	150.0	55.0
Significant?	No	No	No	No	No	No

Source: Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix B)

Health Impacts of Emissions. The potential health impacts of criteria pollutants are analyzed on a regional level, not a facility/project level. The SCAQMD and the San Joaquin Valley Unified Air Pollution Control District (SJVAPCD), experts in air quality, both recognize that a meaningful and accurate analysis of potential health impacts resulting from criteria pollutants is not currently possible and is unlikely to yield substantive information that promotes informed decision-making. The SJVAPD, in its amicus curiae brief for the recent California Supreme Court decision in *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, explained that "it is not feasible to conduct a [health impact analysis] for criteria air pollutants because currently available computer modeling tools are not equipped for this task." The SJVAPD described a project-specific health impact analysis as "not practicable and not likely to yield valid information" because "currently available modeling tools are not well suited for this task." The SJVAPD further noted that "…the CEQA air quality analysis for criteria pollutants is not a localized, project-level impact analysis but one of regional" cumulative impacts.

Most local agencies, including the City of Hemet, lack the data to do their assessment of potential health impacts from criteria air pollutant emissions, as would be required to establish customized, locally specific thresholds of significance based on potential health impacts from an individual development project. Using national or "generic" data to fill the gap of missing local data would not yield accurate results because such data does not capture local air patterns, local background conditions, or local population characteristics, all of which play a role in how a population experiences air pollution. Because it is impracticable to accurately isolate the exact cause of human disease (for example, the role a particular air pollutant plays compared to the role of other allergens and genetics in causing asthma), existing scientific tools cannot accurately estimate the health impacts of the Project's air emissions without undue speculation. Instead, readers are directed to the Project's air quality impact analysis, which provides extensive information on the quantifiable and non-quantifiable health risks associated with the Project's construction and long-term operation.

The EIR does analyze localized operational impacts associated with the Project's emissions, below under Impact AQ-3, and concludes that such impacts would be less than significant. The SCAQMD's Localized Significance Thresholds ("LST") represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standard with implementation of mitigation and are developed based on the ambient concentrations of that pollutant for each source receptor are and distance to the nearest sensitive receptor. Therefore, the proposed Project would not generate emissions on a localized scale that are expected to result in an exceedance of applicable standards, which are intended to protect public health. As discussed above, the Project's regional emissions would be less than the SCAQMD's regional thresholds. As discussed above, given the regional nature of such emissions and the numerous unpredictable factors, it is impossible to analyze health in relation to regional emissions. It should also be noted that the EIR does identify health concerns related to criteria pollutant emissions. Table 5.2-1 includes a list of criteria pollutants and summarizes familiar sources and effects. Thus, the EIR's analysis is reasonable and intended to foster informed decision-making, and the impacts related to regional emissions would be less than significant.

IMPACT AQ-3: WOULD THE PROJECT EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?

CO Hotspots

Less than Significant Impact. An adverse CO concentration, known as a "hot spot," would occur if the State's one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were exceeded. The 2003 AQMP estimated traffic volumes that could generate CO concentrations, resulting in a "hot spot". As shown in Table 5.2-8, the busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per hour (mph) and AM/PM traffic volumes of 8,062 mph and 7,719 mph, respectively. The 2003 AQMP estimated that the 1-hour concentration for this intersection was 4.6 ppm; this indicates that should the daily traffic volume increase four times to 400,000 vehicles per day, CO concentrations (4.6 ppm x 4 = 18.4 ppm) would still not likely exceed the most stringent 1-hour CO standard (20.0 ppm).

Table 5.2-8: Traffic Volumes for Intersections Evaluated in 2003 AQMP

Intersection Location	Peak Traffic Volumes (vph)				
	Eastbound (a.m./p.m.)	Westbound (a.m./p.m.)	Southbound (a.m./p.m.)	Northbound (a.m./p.m.)	Total (a.m./p.m.)
Wilshire-Veteran	4,954/2,069	1,830/3,317	721/1,400	560/933	8,062/7,719
Sunset-Highland	1,417/1,764	1,342/1,540	2,304/1,832	1,551/2,238	6,614/5,374
La Cienega-Century	2,540/2,243	1,890/2,728	1,384/2,029	821/1,674	6,634/8,674
Long Beach-Imperial	1,217/2,020	1,760/1,400	479/944	756/1,150	4,212/5,514

Source: SCAQMD 2003 AQMP

Operation of the proposed Project at buildout during AM peak hours would result in 139 new trips through area intersections and 188 new trips in the PM peak hour through area intersections. These trips would be distributed throughout the vicinity of the Project and would not result in daily traffic volumes exceeding 100,000 vehicles per day. As such, Project-related traffic volumes are less than volumes those identified in the 2003 AQMP and are not high enough to generate a CO "hot spot". Therefore, impacts related to CO "hot spots" from the operation of the proposed Project would be less than significant.

Localized Construction Air Quality Impacts

Less than Significant Impact. As discussed previously, the daily construction emissions generated on-site by the proposed Project are evaluated against SCAQMD's LSTs for a 5-acre site for construction activities to determine whether the emissions would cause or contribute to adverse localized air quality impacts.

The Hemet/San Jacinto Valley (SRA 28) is the appropriate SRA for the LST analysis. SCAQMD provides LST screening tables for 25, 50, 100, 200, and 500-meter source-receptor distances. As identified previously, the nearest sensitive receptor is located approximately 25 feet (8 meters) west of the Project's site boundary.

Table 5.2-9 identifies daily localized on-site emissions that are estimated to occur during the construction of the Project. As shown, emissions during the peak construction activity would not exceed the SCAQMD's localized significance thresholds under this scenario, and impacts would be less than significant.

Table 5.2-9: Project Localized Construction Emissions (lbs/day)

Source	NOx	CO	PM_{10}	$PM_{2.5}$
On-Site Project Emissions	4.4	35.3	7.8	4.0
Localized Significance Threshold	371.0	1,965.0	13.0	8.0
Exceeds Threshold?	**No**	**No**	**No**	**No**

Source: Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix B)
Note: Source Receptor Area 28, based on a 5-acre construction disturbance daily area, is 25 meters from the Project boundary.

Localized Operational Air Quality Impacts

Less than Significant Impact. As shown in Table 5.2-10, emissions from the operation of the proposed Project would not exceed the SCAQMD's localized significance thresholds for any criteria pollutant at the nearest sensitive receptor. Therefore, implementing the proposed Project would result in a less than significant impact related to localized operational emissions.

Table 5.2-10: Project Localized Operational Emissions (lbs/day)

Source	NO_x	CO	PM_{10}	$PM_{2.5}$
On-Site Project Emissions	3.2	53.8	1.4	0.5
Localized Significance Threshold	371.0	1,965.0	4.0	2.0
Exceeds Threshold?	**No**	**No**	**No**	**No**

Source: Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix B)
Note: Source Receptor Area 28, based on a 5-acre construction disturbance daily area, at a distance of 25 meters from the Project boundary.

Friant Ranch Case

In December 2018, in the case of *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, the California Supreme Court held that an EIR's air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts or meaningfully explain why that analysis cannot be provided. As noted in the *Brief* of Amicus Curiae by the SCAQMD in the Friant Ranch case (April 6, 2015, Appendix 10.1), SCAQMD has among the most sophisticated air quality modeling and health impact evaluation capabilities of any air district in the State. Thus, it is uniquely situated to express an opinion on how lead agencies should correlate air quality impacts with specific health outcomes.

Due to many factors, the SCAQMD discusses that it may be infeasible to quantify health risks caused by projects similar to the proposed Project. It is necessary to have data regarding the sources and types of air toxic contaminants, the location of emission points, the velocity of emissions, the meteorology and topography of the area, and the location of receptors (workers and residents). The *Brief* states that it may not be feasible

to perform a health risk assessment for airborne toxics that will be emitted by a generic industrial building built on speculation (i.e., without knowing the future tenant(s). Even where a health risk assessment can be prepared, the maximum health risk value is only a calculation of risk; it does not necessarily mean anyone will contract cancer due to the Project. The *Brief* also cites the author of the CARB methodology, who reported that a PM2.5 methodology is not suitable for small projects and may yield unreliable results. Similarly, SCAQMD staff do not currently know of a way to accurately quantify O_3-related health impacts caused by NOx or VOC emissions from relatively small projects due to photochemistry and regional model limitations. The *Brief* concludes, concerning the Friant Ranch EIR, that although it may have been technically possible to plug the data into a methodology, the results would not have been reliable or meaningful.

In contrast, for extremely large regional projects (unlike the proposed Project), the SCAQMD states that it has been able to correlate potential health outcomes for very large emissions sources. As part of their rulemaking activity, specifically, 6,620 lbs./day of NO_X and 89,180 lbs./day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to O_3 exposure.

The proposed Project does not generate anywhere near 6,620 lbs/day of NO_X or 89,190 lbs/day of VOC emissions. As shown previously in Tables 5.2-6 and 5.2-7:

> The Project would generate up to 30.5 lbs/day of NO_X during construction and a net 43.1 lbs/day of NOX during operations (0.46 percent and 0.65 percent of 6,620 lbs/day, respectively). The VOC emissions would be a maximum of 53.0 lbs/day during construction and a net 43.1 lbs/day during operations (0.06 percent and 0.05 percent of 89,190 lbs/day, respectively).

Therefore, the emissions are not high enough to use a regional modeling program to correlate health effects on a basin-wide level. Notwithstanding, this evaluation does evaluate each of the Project's development scenarios' localized impacts on air quality for emissions of CO, NO_X, PM_{10}, and $PM_{2.5}$ by comparing the on-site emissions to the SCAQMD's applicable LST thresholds. In addition, a Construction and Operational Health Risk Assessment was prepared, which is discussed below. As described previously, the proposed Project would not result in emissions that exceeded the SCAQMD's LSTs. Therefore, the proposed Project would not be expected to exceed the most stringent applicable federal or State ambient air quality standards for emissions of CO, NOx, PM_{10}, and $PM_{2.5}$.

Diesel Mobile Source Health Risk

A Construction and Operational Health Risk Assessment, included as Appendix B, was prepared to evaluate the health risk impacts of exposure to DPM because of heavy-duty diesel trucks traveling to and from the site, maneuvering on-site, and entering and leaving the site during construction and operation of the proposed buildings. On-site truck idling was estimated to occur as trucks enter and travel through the facility. Although the proposed uses are required to comply with CARB's idling limit of 5 minutes, SCAQMD recommends that the on-site idling emissions should be estimated for 15 minutes of truck idling, which considers on-site idling that occurs while the trucks are waiting to pull up to the truck bays, idling at the bays, idling at check-in and check-out, etc. As such, this analysis estimated truck idling at 15 minutes, which is consistent with SCAQMD's recommendation. As such, this analysis estimated truck idling at 15 minutes, consistent with SCAQMD's recommendation.

SCAQMD recommends using a 10 in one million risk threshold for cancer. A risk level of 10 in one million implies a likelihood that up to 10 people out of one million equally exposed people would contract cancer if exposed continuously (24 hours per day) to the levels of toxic air contaminants over a specified duration of time.

Construction Impacts

The land use with the greatest potential exposure to Project construction-source DPM emissions is the residential uses, including the mobile home park, located approximately 25 feet west of the Project's site boundary. Consistent with the proposed Project, this analysis assumed Tier 4 construction equipment use. As shown in Table 5.2-11, the maximum cancer risk for the sensitive receptor maximally exposed individual (MEI) would be 4.55 in one million, which would not exceed the SCAQMD cancer risk threshold of 10 in one million. The worker receptor risk would be lower at 0.10 in one million, which would also not exceed the SCAQMD cancer risk thresholds. The total chronic hazard index would be 0.004 for the worker receptor MEI and 0.003 for the sensitive receptor MEI, which is below the threshold of 1.0. In addition, the total acute hazard index would be nominal (0.000), and would also not exceed the threshold of 1.0.

Table 5.2-11: Health Risks from Project Construction to Off-Site Receptors

Location	Carcinogenic Inhalation Health Risk in One Million	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index
Worker Receptor Risk	0.10	0.004	0.000
Sensitive Receptor Risk	4.55	0.003	0.000
SCAQMD Significance Threshold	**10.0 in one million**	**1.0**	**1.0**
Significant?	**No**	**No**	**No**

Source: Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix B)

Because all other modeled receptors would experience lower concentrations of DPM during Project construction, all other receptors in the vicinity of the proposed Project would be exposed to fewer emissions and, therefore, less risk than the MEIR identified herein. All other receptors during construction activity would experience less risk than what is identified for this location. As such, construction of the proposed Project would not cause a significant human health or cancer risk to nearby residences, and the impact would be less than significant.

Operational Impacts

The land use with the greatest potential exposure to Project operational-source DPM emissions is the residential uses, including the mobile home park, located approximately 25 feet west of the Project's site boundary. The residential risk incorporates both the risk for a child living in a nearby residence for 9 years (the standard period for child risk) and an adult living in a nearby residence for 30 years (considered a conservative period for an individual to live in any one residence). The maximally exposed worker receptor includes the industrial uses located to the east of the Project site across Catawba Avenue. As shown in Table 5.2-12, the maximum cancer risk for the maximally exposed individual (MEI) would be 8.23 in one million, which would not exceed the SCAQMD cancer risk threshold of 10 in one million. The worker receptor risk would be lower at 1.28 in one million, which would also not exceed the SCAQMD cancer risk thresholds. The total chronic hazard index would be 0.004 for the worker receptor MEI and 0.003 for the sensitive receptor MEI, which is below the threshold of 1.0. In addition, the total acute hazard index would be nominal (<0.001), which would also not exceed the threshold of 1.0.

Table 5.2-12: Health Risks from Project Operations to Off-Site Receptors

Location	Carcinogenic Inhalation Health Risk in One Million	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index
Worker Receptor Risk	1.28	0.004	<0.001
Sensitive Receptor Risk	8.23	0.003	<0.001
SCAQMD Significance Threshold	**10.0 in one million**	**1.0**	**1.0**

Significant?	**No**	**No**	**No**

Source: Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix B)

As such, the proposed Project would not cause a significant human health or cancer risk to adjacent land uses due to Project construction activity. All other receptors during construction activity would experience less risk than what is identified for this location. As such, operation of the proposed Project would not cause a significant human health or cancer risk to nearby residences and impacts would be less than significant.

IMPACT AQ-4 WOULD THE PROJECT RESULT IN OTHER EMISSIONS (SUCH AS THOSE LEADING TO ODORS) ADVERSELY AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?

Less Than Significant Impact. The proposed Project would not emit other emissions, such as those generating objectionable odors, that would affect a substantial number of people. The threshold for odor is identified by SCAQMD Rule 402, *Nuisance*, which states:

> *A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.*

The type of facilities that are considered to result in other emissions, such as objectionable odors, include wastewater treatment plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities.

The proposed Project would implement industrial development within the Project site. This land use does not involve the types of uses that would emit objectionable odors affecting a substantial number of people. Odors generated by industrial land use are generated by manufacturing facilities, paint/coating operations, refineries, chemical manufacturing, and food manufacturing facilities. At the current time the specific tenants and uses of the proposed industrial building are unknown. However, new tenants for these types of uses must be reviewed through the City's permitting process. If potential concerns related to odors are identified for future building uses, the City would require appropriate hazardous materials permitting (as detailed in Section 5.8, *Hazards and Hazardous Materials*) and odor minimization plans or features would be necessary for compliance with SCAQMD Rule 402, included as PPP AQ-4, which would prevent nuisance odors.

Emissions from construction equipment, architectural coatings, and paving activities may generate odors during construction. However, these odors would be temporary, intermittent in nature, and would not affect a substantial number of people. The noxious odors would be confined to the immediate vicinity of the construction equipment. Also, the short-term construction-related odors would cease upon the drying or hardening of the odor-producing materials.

In addition, all Project-generated solid waste would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations, and it would not generate objectionable odors. Therefore, impacts associated with other operation and construction-generated emissions, such as odors, would be less than significant.

5.2.8 CUMULATIVE IMPACTS

The SCAQMD 2022 AQMP evaluates regional conditions within the Basin and establishes regional emission significance thresholds for both the construction and operation of development projects that apply to project-specific impacts and cumulatively considerable impacts. Therefore, per SCAQMD's methodology, if an individual project would result in air emissions of criteria pollutants that exceed the SCAQMD's thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants.

As described in Impact AQ-2 above, emissions from construction would be below regional and localized thresholds for pollutants. Emissions from Project operation would not exceed SCAQMD's thresholds for any pollutant criteria at the regional or local level after the implementation of existing regulations. Therefore, construction and operational emissions would not be cumulatively considerable and would be less than significant.

As discussed in Impact AQ-3, the Project would not cause a significant human health or cancer risk to adjacent land uses due to Project construction or operation activity. Therefore, impacts on human health risks would not be cumulatively considerable and would be less than significant.

As discussed in Impact AQ-4, the proposed Project would not expose surrounding uses to objectionable odors. Thus, there is no potential for odors from the proposed Project to combine with odors from surrounding development Projects and expose nearby sensitive receptors to offensive odors. Therefore, the proposed Project would not result in significant cumulative impacts related to odors. Overall, cumulative air quality impacts would be less than significant.

5.2.9 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

State

- Airborne Toxic Control Measure to Limit Diesel-Fuel Commercial Vehicle Idling (13 CCR 2485)
- In-Use Off-Road Diesel Idling Restriction (13 CCR 2449)
- California Green Building Standards Code (Code of Regulations, Title 24 Part 6)

Regional

- SCAQMD Rule 201: Permit to Construct
- SCAQMD Rule 402: Nuisance Odors
- SCAQMD Rule 403: Fugitive Dust
- SCAQMD Rule 1113: Architectural Coatings
- SCAQMD Rule 1186: Street Sweeping
- SCAQMD Rule 1403: Asbestos Emissions from Demolition/Renovation Activities
- SCAQMD Rule 2305: Indirect Source Rule

Plans, Programs, or Policies (PPPs)

These actions will be included in the Project's mitigation monitoring and reporting program (MMRP):

PPP AQ-1: Rule 403. The Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403, which includes the following:

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project are watered, with complete coverage of disturbed areas, at least three times daily during dry weather, preferably in the mid-morning, afternoon, and after work is done for the day.
- The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour or less.

PPP AQ-2: Rule 1113. The Project is required to comply with the provisions of South Coast Air Quality Management District Rule (SCAQMD) Rule 1113. Only "Low-Volatile Organic Compounds" paints (no more than 50 grams/liter of VOC) and/or High-Pressure Low Volume (HPLV) applications shall be used.

PPP AQ-3: Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines. The Project is required to obtain a permit from SCAQMD for the proposed diesel fire pump and would be required to comply with Rule 1470, regulating the use of diesel-fueled internal combustion engines.

PPP AQ-4: Rule 402. The Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 402. The Project shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

5.2.10 PROJECT DESIGN FEATURES

PDF AQ-1: Prior to issuance of building permits, the Building Department shall ensure all demolition and grading plans clearly show the requirement for Environmental Protection Agency (EPA) Tier 4 or higher emissions standards for construction equipment with more than 50 horsepower.

5.2.11 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of existing regulations, Impacts AQ-1, AQ-2, AQ-3, and AQ-4 would be less than significant.

5.2.12 MITIGATION MEASURES

None required.

5.2.13 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Upon implementation of existing regulatory requirements, impacts related to air quality would be less than significant. No significant and unavoidable air quality impacts would occur.

5.2.14 REFERENCES

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5.3 Biological Resources

5.3.1 INTRODUCTION

This section addresses the Project's potential environmental effects related to biological resources. The information and analysis herein rely on the following technical reports and documents regarding the biological resources and conditions of the Project site:

- *Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis*, prepared by ELMT Consulting Services, January 2025, included as Appendix C
- *Tree Survey and Arborist Report*, prepared by CalPacific Sciences, April 2023, included as Appendix D
- *City of Hemet General Plan 2030*, adopted January 24, 2012
- *City of Hemet General Plan 2030 Environmental Impact Report*, certified January 2012
- City of Hemet Municipal Code

5.3.2 REGULATORY SETTING

5.3.2.1 Federal Regulatory Setting

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973 defines an endangered species as "any species which is in danger of extinction throughout all or a significant portion of its range." A threatened species is defined as "any species which is likely to become an Endangered species within the foreseeable future throughout all or a significant portion of its range." Under provisions of Section 9(a)(1)(B) of the FESA, unless properly permitted, it is unlawful to "take" any endangered or threatened listed species. "Take" is defined in Section 3(18) of FESA as: "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." Further, the United States Fish and Wildlife Service (USFWS), through regulation, has interpreted the terms "harm" and "harass" to include certain types of habitat modification as forms of "take." These interpretations, however, are generally considered and applied on a case-by-case basis and often vary from species to species. In a case where a property owner seeks permission from a federal agency for an action that could affect a federally listed plant or animal species, the property owner and agency are required to consult with USFWS according to Section 7 of the FESA if there is a federal nexus, or consult with USFWS and potentially obtain a permit under Section 10 of the FESA in the absence of a federal nexus. Section 9(a)(2)(b) of the FESA addresses the protections afforded to listed plants.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) protects individuals, and any part, nest, or eggs of any bird listed as migratory. In practice, federal permits issued for activities that potentially impact migratory birds typically have conditions that require pre-disturbance surveys for nesting birds. In the event nesting is observed, a buffer area with a specified radius must be established, within which no disturbance or intrusion is allowed until the young have fledged and left the nest or it has been determined that the nest has failed. If not otherwise specified in the permit, the size of the buffer area varies with species and local circumstances (e.g., presence of busy roads, intervening topography, etc.), and is based on the professional judgment of a monitoring biologist. The USFWS publishes a list of migratory bird species protected under the MBTA.

5.3.2.2 State Regulatory Setting

California Endangered Species Act

Under California's Endangered Species Act (CESA) (Fish and Game Code § 2050 et seq.), California Species of Special Concern are species designated as vulnerable to extinction due to declining population levels, limited ranges, and/or continuing threats. Informally listed species are not protected per se but warrant consideration in preparing biological resource assessments. For some species, the CNDDB is only concerned with specific portions of the life history, such as roosts, rookeries, or nest areas. The California Department of Fish and Wildlife (CDFW) administers CESA and enforces relevant statutes from the California Fish and Game Code and Title 14 of the California Code of Regulations (CCR).

California Rare Plant Ranks (CRPR)

The California Native Plant Society (CNPS) maintains a list of special-status plant species based on scientific information collected. Although CNPS's designations have no legal status or protection under federal or State endangered species legislation (CNPS 2015), three designations meet the criteria of Section 15380 of the CEQA Guidelines: CRPR 1A, plants presumed extinct; CRPR 1B, plants rare, threatened, or endangered in California and elsewhere; and CRPR 2, plants rare, threatened, or endangered in California, but more numerous elsewhere.

California Fish and Game Code, Sections 2080 and 2081

Section 2080 and 2081 of the California State Fish and Game Code: Section 2080 of the California Fish and Game Code states that "no person shall import into this state (California), export out of this state, or take, possess, purchase, or sell within this state, any species, or any part or product thereof, that the Commission (State Fish and Game Commission) determines to be an endangered species or threatened species, or attempt any of those acts, except as otherwise provided in this chapter, or the Native Plant Protection Act, or the California Desert Native Plants Act." Under Section 2081 of the code, the CDFW may authorize individuals or public agencies to import, export, take, or possess State-listed endangered, threatened, or candidate species. These otherwise prohibited acts may be authorized through permits or memoranda of understanding under the following conditions:

- The take is incidental to an otherwise lawful activity.
- Impacts of the authorized take are minimized and fully mitigated
- The permit is consistent with any regulations adopted under any recovery plan for the species.
- The project proponent ensures adequate funding to implement the measures required by the CDFW, which makes this determination based on available scientific information and considers the ability of the species to survive and reproduce.

California Fish and Game Code, Sections 3503.5, 3511, 3515

Section 3503.5 of the California Fish and Game Code states that it is "unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto." Activities that result in the abandonment of an active bird of prey nest may also be considered in violation of this code. In addition, California Fish and Game Code, Section 3511, prohibits the taking of any bird listed as fully protected, and California Fish and Game Code, Section 3515, states that it is unlawful to take any non-game migratory bird protected under the MBTA.

Native Plant Protection Act of 1977

This act (Fish and Game Code § 1900 et seq.) directs the CDFW to "preserve, protect, and enhance rare and endangered plants in this State." It gave the California Fish and Game Commission the power to designate native plants as "endangered" or "rare" and protect endangered and rare plants from take. CESA, which came later, entered all "rare" animals as "threatened" species, but not rare plants. Thus, there are three plant listings in California: rare, threatened, and endangered. Because rare plants are not included in CESA, mitigation measures for impacts to rare plants are specified in a formal agreement between CDFW and the project proponent.

5.3.2.3 Local & Regional Regulatory Setting

Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

Riverside County adopted the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) on June 17, 2003. The MSHCP is a comprehensive, multijurisdictional Habitat Conservation Plan (HCP) under Section 10(a)(1)(B) of the FESA, as well as a Natural Community Conservation Plan (NCCP) according to the California Fish and Game Code. If compliance with the policies and requirements of the MSHCP is maintained, participants in the MSHCP, which includes Riverside County and 18 cities, are allowed to authorize incidental take of covered plant and wildlife species. The MSHCP defines two distinct consistency processes for development projects based on their location within the MSHCP's coverage area, with separate processes for projects located outside of Criteria Areas and those within a Criteria Area.

Stephen's Kangaroo Rat Habitat Conservation Plan (SKR HCP)

In October 1988, the Stephens' Kangaroo Rat (SKR) was listed as an endangered species by the USFWS. On February 17, 2022, the USFWS reclassified the Stephens' Kangaroo Rat from endangered to threatened under the Endangered Species Act. The Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP) was designed to acquire and permanently conserve, maintain, and fund the conservation, preservation, restoration, and enhancement of SKR-occupied habitat. The SKR HCP covers approximately 534,000 acres and includes approximately 30,000 acres of occupied SKR habitat.

The Project site is located within the SKR HCP's Mitigation Fee Area, which is included in County Ordinance Number 663.10 Stephens' Kangaroo Rat Mitigation Fee. Therefore, the applicant would be required to pay the SKR HCP Mitigation Fee prior to developing the Project site.

City of Hemet General Plan 2030

The City of Hemet General Plan contains the following policies related to biological resources that apply to the proposed Project:

Open Space and Conservation Element

Goal 1 **Preserve and protect critical open space and natural resources.**

Policy OS 1.1 **Development Proposals.** Require development proposals to identify significant biological resources and to provide mitigation, including the use of adequate buffering and sensitive site planning techniques, selective preservation, provision of replacement habitats, and other appropriate measures as may be identified in habitat conservation practices related to particular resources.

Policy OS 1.2 **Vernal Pools.** Preserve the integrity of the vernal pool complex by ensuring adequate hydration, providing appropriate conservation buffers, and the preservation of native plants, in accordance with the requirements of the Multi-Species Habitat Conservation Plan.

Policy OS-1.3 **Wetland Habitats.** Require project applicants to conserve wetland habitats along the San Jacinto River, the Upper Salt Creek watershed, and elsewhere as identified where conservation serves to maintain watershed processes that enhance water quality and contribute to the hydrologic regime and comply with Clean Water Act Section 404.

Policy OS-1.4 **Resource Protection in Development Design.** Require appropriate resource protection measures to be incorporated within specific plans and subsequent development proposals. Such requirements may include the preparation of a vegetation management program that addresses landscape maintenance, fuel modification zones, management of passive open space areas, provision of corridor connections for wildlife movement, conservation of water courses, rehabilitation of biological resources displaced in the planning process, and use of project design, engineering, and construction practices that minimize impacts on sensitive species, MSHCP conservation areas, and designated critical habitats.

Policy OS-1.6 **Habitat Conservation Plans.** Coordinate with Riverside County and other relevant agencies to implement the Western Riverside County Multiple-Species Habitat Conservation Plan, the Habitat Conservation Plan for the Stephens' Kangaroo Rat in Western Riverside County, and any other applicable habitat plan.

Policy OS-1.7 **Wildlife Movement Corridor.** Continue efforts to establish a wildlife movement corridor in areas such as the San Jacinto River corridor, Santa Rosa Hills, Lakeview Mountains, and the open space areas surrounding Diamond Valley Lake. As applicable, new development in these areas shall incorporate such corridors. To minimize impediments to riparian wildlife movement, new roadways over ravines, arroyos, and drainages shall maintain wildlife corridors by incorporating bridges or culverts, where practical.

Policy OS-1.8 **Local Resource Preservation.** Maintain and enhance the natural resources of the Santa Rosa Hills, Tres Cerritos Hills, Salt Creek, Bautista Canyon, San Jacinto River/Bautista Creek, Reinhardt Canyon, Lakeview Mountains, Diamond Valley Lake, and all other waterways, ecosystems, and critical vegetation to ensure the long-term viability of habitat, wildlife, and wildlife movement corridors.

City of Hemet Municipal Code

Chapter 66, Article IV – Care and Maintenance of Street Trees: The City provides guidelines within its Municipal Code pertaining to the removal and maintenance of street trees within road rights of way. Per §66-95(d), *Purpose*, "If a property owner desires to remove a tree from the right-of-way or easement abutting his property, he or his authorized agent shall make application to the board of park commissioners. The board of park commissioners shall determine whether or not such tree is required to be retained in order to preserve the intent and purpose of the street tree plan. In making its determination, the board of park commissioners shall consider the inconvenience or hardship which retention of the tree would cause the property owner, and also consider the condition, age, desirability of variety and location of the tree. If the board of park commissioners finds that the tree may be removed without violating the intent and spirit of the street tree plan, it may authorize the property owner to remove such tree at his own expense and liability. If a permit is granted for removal of a street tree, all removal work shall be completed within 60 days from the date of issuance of the permit and shall be under the general supervision of and in accordance with rules established by the director. All tree stumps shall be removed to a depth specified by the director. All removal

permits shall be void after the expiration of 60 days from the date of issuance, unless extended by the director."

Section 70-163 – Tree Preservation Plan: A tree preservation plan is required for all new developments within the City. The language below is provided in Section 70-163 (10).

> *The tree preservation plan shall accurately identify all existing trees as to species, trunk size and dripline. Trees that are proposed for removal shall be marked "TO BE REMOVED." Any provisions for tree preservation, transplanting, or new planting shall be identified. If there are no trees on the site, a statement to that effect should appear on the vesting tentative map.*

Chapter 58.97 – Mitigation Fee for the SKR HCP. Hemet Municipal Code requires that prior to issuance of a development permit any project that meets the criteria or is within the boundary of the SKR HCP shall provide the city with a biological survey. All applicants for a development permit within the boundaries of the plan area shall pay an impact and mitigation fee per gross acre located within the parcel to be developed and the area disturbed by related offsite improvements.

5.3.3 ENVIRONMENTAL SETTING

The approximately 60.86-acre Project site comprises a single parcel identified as Assessor's Parcel Number (APN) 456-010-025. The site is currently vacant and partially graded with a small gravel parking lot in the northeast corner, which connects to a dirt access road along the eastern site boundary and a stand of ornamental trees in the northwest boundary. The site is also flat and slopes marginally downward from east to west, with elevations ranging from 1,503 to 1,515 feet above mean sea level. According to the United States Department of Agriculture (USDA) Web Soil Survey, the site is underlain by three soil types: Grangeville fine sandy loam (0 to 2 percent slopes, drained), Pachappa fine sandy loam (0 to 2 percent slopes), and Traver loamy fine sand (eroded) (USDA, 2024).

The Project site is bordered to the north by West Florida and West Acacia Avenue, with residential and commercial uses beyond; to the west by residential development and a vehicle storage yard; to the east by a solar panel field; and to the south by Hemet-Ryan Airport.

5.3.3.1 Vegetation Communities and Land Covers

The Project site is primarily characterized by a single plant community: non-native grassland. Additionally, the site includes two land cover types classified as disturbed and developed. The predominant non-native grassland is subject to regular grubbing and discing for weed abatement. This plant community is dominated by non-native grasses, including barley (*Hordeum murinum*), wheat (*Triticum aestivum*), bromes (*Bromus* spp.), and oats (*Avena* spp.). Other species observed within this grassland include Mediterranean mustard (*Hirschfeldia incana*), alkali mallow (*Malvella leprosa*), rattlesnake sandmat (*Euphorbia albomarginata*), and jimsonweed (*Datura wrightii*). Due to existing land uses, no native plant communities or natural communities of special concern were identified on or adjacent to the Project site (see Appendix C).

5.3.3.2 Special-Status Plant Species

A total of 37 plant species are identified as State and/or federal Threatened, Endangered, or Candidate species, listed as 1B.1 plants in the CNPS Rare Plant Inventory, or have the potential to occur within the Project region. Table 5.3-1 provides an overview of special-status plant species known in the area. Survey results confirmed that no sensitive plant species are present on the Project site. Furthermore, based on the habitat requirements of these species, the availability and quality of on-site habitat, and the routine

disturbances to the site, it was concluded that no special-status plant species are likely to occur on-site and are presumed absent (Appendix C).

Table 5.3-1: Potential Special-Status Plant Species List

Species Name	Common Name	Status	Habitat	Potential to Occur
Abronia villosa	Abronia villosa	1B.1	Chaparral, coastal scrub, desert dunes	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Allium marvinii	Yucaipa onion	1B.2	Chaparral	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Allium munzii	Munz's onion	1B.1, Federal Endangered, and CA threatened	Chaparral, cismontane woodland, coastal scrub, pinon & juniper woodlands, valley & foothill grassland	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Astragalus pachypus var. jaegeri	Jaeger's milk-vetch	1B.1	Coastal scrub, chaparral, valley and foothill grassland, and cismontane woodland	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Atriplex coronata var. notatior	San Jacinto Valley crownscale	1B.1	Alkali playa, valley & foothill grassland, vernal pool, wetland	**Presumed absent.** Limited habitat may be present in the northwest corner if sustained ponding occurs, but routine discing activities preclude this species from occurring.
Atriplex parishii	Parish's brittlescale	1B.1 and Federal endangered	Alkali playa, chenopod scrub, meadow & seep, vernal pool, wetland	**Presumed absent.** Limited habitat may be present in the northwest corner if sustained ponding occurs, but routine discing activities preclude this species from occurring.
Atriplex serenana var. davidsonii	Davidson's saltscale	1B.2	Coastal bluff scrub, coastal scrub	**Presumed absent.** Limited habitat may be present in the northwest corner if sustained ponding occurs, but routine discing activities preclude this species from occurring.

Species Name	Common Name	Status	Habitat	Potential to Occur
Brodiaea filifolia	thread-leaved brodiaea	1B.1, Federal endangered, and CA endangered	Chaparral, cismontane woodland, coastal scrub, valley & foothill grassland, vernal pool, wetland	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Calochortus plummerae	Plummer's mariposa-lily	4.2	Chaparral, cismontane woodland, coastal scrub, lower montane coniferous forest, valley & foothill grassland	**Presumed absent.** Limited habitat may be present in the northwest corner if sustained ponding occurs, but routine discing activities preclude this species from occurring. No clay soils are mapped within the project site.
Calochortus weedii var. intermedius	intermediate mariposa-lily	1B.2	Chaparral, coastal scrub, valley & foothill grassland	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Caulanthus simulans	Payson's jewelflower	4.2	Chaparral, coastal scrub	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Centromadia pungens ssp. laevis	smooth tarplant	1B.1	Alkali playa, chenopod scrub, meadow & seep, riparian woodland, valley & foothill grassland, wetland	**Presumed absent.** Limited habitat may be present in the northwest corner if sustained ponding occurs, but routine discing activities preclude this species from occurring.
Chorizanthe leptotheca	Peninsular spineflower	4.2	Chaparral, coast scrub, and lower montane coniferous forest habitats	**Presumed absent.** No suitable habitat is present within the project site.
Chorizanthe parryi var. parryi	Parry's spineflower	1B.1	Chaparral, cismontane woodland, coastal scrub, valley & foothill grassland	**Presumed absent.** No suitable habitat is present within the project site.
Chorizanthe polygonoides var. longispina	long-spined spineflower	1B.2	Chaparral, coastal scrub, meadow & seep, ultramafic, valley & foothill grassland, vernal pool	**Presumed absent.** No suitable habitat is present within the project site.

Species Name	Common Name	Status	Habitat	Potential to Occur
Deinandra mohavensis	Mojave tarplant	1b.3 and CA endangered	Riparian areas, chaparral, or ephemeral grassy areas, typically on low sandbars	**Presumed absent.** No suitable habitat is present within or adjacent to the project site. The site is outside of the known elevation range for this species.
Deinandra paniculata	paniculate tarplant	CNPS 4.2	Vernally mesic, sometimes sandy soils in coastal scrub, valley and foothill grasslands, and vernal pools	**Presumed absent.** Limited habitat may be present in the northwest corner if sustained ponding occurs, but routine discing activities preclude this species from occurring.
Dodecahema leptoceras	slender-horned spineflower	1B.1, Federal endangered, and CA endangered	Chaparral, cismontane woodland, coastal scrub	**Presumed absent.** No suitable habitat is present within the project site.
Erythranthe diffusa	Palomar monkeyflower	4.3	Gravelly soils in chaparral and lower montane coniferous forest habitats	**Presumed absent.** No suitable habitat is present within or adjacent to the project site. The site is outside of the known elevation range for this species.
Harpagonella palmeri	Palmer's grapplinghook	4.2	Chaparral, coastal scrub, valley & foothill grassland	**Presumed absent.** No clay soils are mapped within the project site.
Holocarpha virgata ssp. elongata	curving tarplant	4.2	Chaparral, coastal scrub, valley and foothill grassland, and cismontane woodland	**Presumed absent.** No suitable habitat is present within the project site.
Hordeum intercedens	vernal barley	3.2	Coastal dunes, coastal scrub, vernal pools, and valley and foothill grassland habitats	**Presumed absent.** Limited habitat may be present in the northwest corner if sustained ponding occurs, but routine discing activities preclude this species from occurring.
Imperata brevifolia	California satintail	2B.1	Coastal scrub, Mojavean desert scrub, meadows and seeps (often alkali), and riparian scrub habitats	**Presumed absent.** No suitable habitat is present within the project site.

Species Name	Common Name	Status	Habitat	Potential to Occur
Juglans californica	southern California black walnut	4.2	Chaparral, cismontane woodland, coastal scrub, and riparian woodlands	**Presumed absent.** No suitable habitat is present within the project site.
Lasthenia glabrata ssp. coulteri	Coulter's goldfields	1B.1	Alkali playa, marsh & Swamp, salt marsh, vernal pool, wetland	**Presumed absent.** Limited habitat may be present in the northwest corner if sustained ponding occurs, but routine discing activities preclude this species from occurring.
Lepidium virginicum var. robinsonii	Robinson's pepper-grass	4.3	Chaparral, coastal scrub	**Presumed absent.** No suitable habitat is present within the project site.
Microseris douglasii ssp. platycarpha	small-flowered microseris	4.2	Woodland, coastal scrub, valley and foothill grasslands, and around vernal pools	**Presumed absent.** No clay soils are mapped within the project site.
Myosurus minimus ssp. apus	little mousetail	3.1	Valley & foothill grassland, vernal pool, wetland	**Presumed absent.** Limited habitat may be present in the northwest corner if sustained ponding occurs, but routine discing activities preclude this species from occurring.
Nama stenocarpa	mud nama	2B.2	Marsh & swamp, wetland	**Presumed absent.** No suitable habitat is present within the project site.
Navarretia fossalis	spreading navarretia	1B.1 and Federal threatened	Alkali playa, chenopod scrub, marsh & swamp, vernal pool, wetland	**Presumed absent.** Limited habitat may be present in the northwest corner if sustained ponding occurs, but routine discing activities preclude this species from occurring.
Orcuttia californica	California Orcutt grass	1B.1, Federal threatened, and CA threatened	Vernal pool, wetland	**Presumed absent.** No clay soils are mapped within the project site.
Parkinsonia microphylla	little-leaved palo verde	4.3	Mojavean desert scrub habitats	**Presumed absent.** No suitable habitat is present within the project site.

Species Name	Common Name	Status	Habitat	Potential to Occur
Pseudognaphalium leucocephalum	white rabbittobacco	2B.2	Chaparral, cismontane woodland, coastal scrub, riparian woodland	**Presumed absent.** No suitable habitat is present within the project site.
Quercus engelmannii	Engelmann oak	4.2	Chaparral, cismontane woodland, riparian woodland, and valley and foothill grassland	**Presumed absent.** No suitable habitat is present within the project site.
Sidalcea neomexicana	salt spring checkerbloom	2B.2	Alkali playa, chaparral, coastal scrub, lower montane coniferous forest, Mojavean desert scrub, wetland	**Presumed absent.** No suitable habitat is present within the project site.
Tortula californica	California screw moss	1B.1	Chenopod scrub and valley and foothill grassland	**Presumed absent.** No suitable habitat is present within the project site.
Trichocoronis wrightii var. wrightii	Wright's trichocoronis	2B.1	Meadows and seeps, marshes and swamps, riparian forests, and vernal pools	**Presumed absent.** The project site is outside of the known elevation range for this species.

Source: ELMT Consulting Services, 2025 (Appendix C).

5.3.3.3 Special-Status Wildlife Species

Sensitive animal species include federal, and State listed endangered and threatened species, candidate species for listing by the USFWS or CDFW, and/or species of special concern (SSC) under the CDFW. Based on the California Natural Diversity Database (CNDDB), a total of 95 animal species that are listed as State or federally Threatened, Endangered, or Candidate have the potential to occur within the Project region. Survey results demonstrated that no sensitive species are present at the Project site. Table 5.3-2 shows special-status animal species which were previously recorded within the Lakeview, San Jacinto, Winchester, and Hemet USGS 7.5-minute quadrangles and their potential to occur on-site.

Table 5.3-2: Potential Special Status Animal Species List

Species Name	Common Name	Status	Habitat	Potential to Occur
Accipiter cooperii	Cooper's hawk	CDFW_WL-Watch List	Cismontane woodland, riparian forest, riparian woodland, upper montane coniferous forest	**Moderate.** Marginal foraging habitat is present on-site. The gum trees in the site's northeast corner provide suitable nesting opportunities.

Species Name	Common Name	Status	Habitat	Potential to Occur
Accipter striatus	Sharp-shinned hawk	CDFW_WL-Watch List	It is found in pine, fir, and aspen forests. They can be found hunting in forest interiors and edges from sea level to near alpine areas. Can also be found in rural, suburban and agricultural areas	**Moderate.** Marginal foraging habitat is present on-site. The gum trees in the northeast corner of the site provide suitable nesting opportunities.
Actinemys pallida	Southwestern pond turtle	USFW_PTHR Proposed Threatened CDFW_SSC Species of Special Concern	Occupies lentic and slow lotic freshwater systems, including ponds, marshes, and low-gradient streams, with substrates of fine sediment and significant aquatic vegetation for refuge and foraging.	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Agelaius tricolor	Tricolored blackbird	State- Threatened | CDFW_SSC-Species of Special Concern	Freshwater marsh, marsh & swamp, swamp, wetland	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Aimophila ruficeps canescens	Southern California rufous- crowned sparrow	CDFW_WL-Watch List	Chaparral, coastal scrub	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Anmodramus savannarum	Grasshopper sparrow	CDFW_SSC-Species of Special Concern	Grassland, upland meadow, pasture, hayfield, and old field habitats	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Anaxyrus californicus	Arroyo toad	CDFW_SSC Species of Special Concern | IUCN_EN Endangered	Desert wash, riparian scrub, riparian woodland, south coast flowing waters, south coast standing waters	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Anniella stebbinsi	Southern California legless lizard	CDFW_SSC Species of Special Concern	Broadleaved upland forest, chaparral, coastal dunes, coastal scrub	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Antrozous pallidus	Pallidad bat	CDFW_SSC-Species of Special Concern	Grasslands, shrublands, woodlands, and forests from sea level up through mixed conifer forests	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Aquila chrysaetos	Golden eagle	CDFW_FP-Fully Protected |	Broadleaved upland forest, cismontane	**Presumed absent.** No suitable habitat

Species Name	Common Name	Status	Habitat	Potential to Occur
		CDFW_WL-Watch	woodland, coastal prairie, Great Basin grassland, Great Basin scrub, lower montane coniferous forest, pinon & juniper woodlands, upper montane coniferous forest, valley & foothill grassland	is present within or adjacent to the project site.
Ardea alba	Great egret	None. Covered by MSHCP	Yearlong residents throughout California, except for the high mountains and deserts.	**Low.** Suitable foraging habitat may be present during the wet season.
Ardea herodias	Great blue heron	None. Covered by MSHCP	Forages along streams, marshes, lakes, and meadows.	**Low.** Suitable foraging habitat may be present during the wet season.
Arizona elegans occidentalis	California glossy snake	CDFW_SSC Species of Special Concern	Patchily distributed from the eastern portion of San Francisco Bay, southern San Joaquin Valley, and the Coast, Transverse, and Peninsular ranges, south to Baja California.	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Artemisiospiza belli belli	Bell's sage sparrow	CDFW_WL-Watch List	Chaparral, coastal scrub	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Asio flammeus	Short-eared owl	CDFW_SSC Species of Special Concern	Salt- and freshwater marshes, irrigated alfalfa or grain fields, and ungrazed grasslands and old pastures	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Asio otus	Long-eared owl	CDFW_SSC Species of Special Concern	Cismontane woodland, Great Basin scrub, riparian forest, riparian woodland, upper montane coniferous forest	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Aspidoscelis hyperythra	Orangethroated whiptail	CDFW_WL-Watch List	Chaparral, cismontane woodland, coastal scrub	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Aspidoscelis tigris stejnegeri	Coastal whiptail	CDFW_SSC Species of Special	It is found in deserts and semi-arid areas	**Presumed absent.** No suitable habitat

Species Name	Common Name	Status	Habitat	Potential to Occur
		Concern	with sparse vegetation and open areas. It is also found in woodland & riparian areas.	is present within or adjacent to the project site.
Athene cunicularia	Burrowing owl	CDFW_SSC Species of Special Concern	Coastal prairie, coastal scrub, Great Basin grassland, Great Basin scrub, Mojavean desert scrub, Sonoran desert scrub, valley & foothill grassland	**Presumed absent.** The project site offers line-of-sight opportunities favored by this species, and several suitable burrows (>4 inches) for roosting were observed. However, the project site supports tall trees and is surrounded by boundary fences and utility poles that provide perching opportunities for large raptor species that prey on burrowing owls.
Aythya americana	Redhead	CDFW_SSC Species of Special Concern	Typically found in shallow freshwater lakes, ponds, and marshes.	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Bombus crotchii	Crotch bumble bee	CDFW_SSC Species of Special Concern | CDFW_CE Candidate for listing	Exclusive to coastal California east towards the Sierra-Cascade Crest; less common in western Nevada.	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Botaurus lentiginosus	American bittern	None.	Shallow wetlands dominated by tall emergent vegetation, including cattail marshes, wet meadows, bogs, shrubby marshes, and occasionally hayfields	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Branchinecta lynchi	Vernal pool fairy shrimp	IUCN_THR Threatened	Valley & foothill grassland, vernal pool, wetland	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Branta bernicla	Brant	CDFW_SSC Species of Special Concern	Spring migration occurs through inland southern California.	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.

Species Name	Common Name	Status	Habitat	Potential to Occur
Buteo regalis	Ferruginous hawk	CDFW_WL-Watch List	Great Basin grassland, Great Basin scrub, pinon & juniper woodlands, valley & foothill grassland	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Buteo swainsoni	Swainson's hawk	Federally_ THR Threatened	Great Basin grassland, riparian forest, riparian woodland, valley & foothill grassland	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Calypte costae	Costa's hummingbird	None.	Desert and semi-desert, arid brushy foothills and chaparral	**Moderate.** Adjacent residential developments provide suitable foraging and nesting habitat. This species is adapted to urban environments and occurs commonly.
Campylorhynchus brunneicapillus sandiegensis	Coastal cactus wren	CDFW_SSC Species of Special Concern	Coastal scrub	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Chaetodipus californicus femoralis	Dulzura pocket mouse	CDFW_SSC Species of Special Concern	Chaparral, coastal scrub, valley & foothill grassland	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Chaetodipus fallax fallax	Northwestern San Diego pocket mouse	None. Covered by MSHCP	Chaparral, coastal scrub	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Chaetura vauxi	Vaux's swift	CDFW_SSC Species of Special Concern	Fairly common migrant throughout most of the state in April and May, and August and September.	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Charadrius montanus	Mountain plover	CDFW_SSC Species of Special Concern	Short grasslands, freshly-plowed fields, newly-sprouting grain fields, and sometimes in sod farms	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Chlidonias niger	Black tern	CDFW_SSC Species of Special Concern	Freshwater marshes and lakes are found along coastal waters in migration	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Circus hudsonius	Northern harrier	CDFW_SSC Species of Special Concern	Coastal scrub, Great Basin grassland, marsh & swamp, riparian	**Low.** Limited foraging habitat is present.

Species Name	Common Name	Status	Habitat	Potential to Occur
			scrub, valley & foothill grassland, wetland	
Cistothorus palustris clarkae	Clark's marsh wren	CDFW_SSC Species of Special Concern	Restricted to freshwater and brackish marshes dominated by bulrushes (*Scirpus spp.*) or cattails (*Typha spp.*).	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Coccyzus americanus occidentalis	Western yellow-billed cuckoo	Federally Threatened and CDFW Endangered	Primary habitat association of willow-cottonwood riparian forest	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Coleonyx variegatus abbotti	San Diego banded gecko	CDFW_SSC Species of Special Concern	Chaparral, coastal scrub	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Contopus cooperi	Olive-sided flycatcher	CDFW_SSC Species of Special Concern	There is a wide variety of forest and woodland habitats below 9,000 ft throughout California, exclusively of the deserts, the Central Valley, and other lowland valleys and basins	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Corynorhinus townsendii	Townsend's big-eared bat	CDFW_SSC Species of Special Concern	Montane forests: at higher elevations, the surrounding vegetation is subalpine	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Crotalus ruber	Red-diamond rattlesnake	CDFW_SSC Species of Special Concern	Chaparral, Mojavean desert scrub, Sonoran desert scrub	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Cypseloides niger	Black swift	CDFW_SSC Species of Special	Forests and open areas. Nests behind or adjacent to waterfalls and wet cliffs, on sea cliffs and caves, and occasionally limestone caves.	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Dendrocygna bicolor	Fulvous whistling duck	CDFW_SSC Species of Special	Lowland marshes and swamps, rice fields, and flat country. Avoids wooded areas	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Diadophis punctatus modestus	San Bernardino ringneck snake	USFS_S-Sensitive	Common in open, relatively rocky areas within valley-foothill,	**Presumed absent.** No suitable habitat is present within or

Species Name	Common Name	Status	Habitat	Potential to Occur
			mixed chaparral and annual grass habitats.	adjacent to the project site.
Dipodomys merriami parvus	San Bernardino kangaroo rat	CDFW_END Endangered | USFW_END Endangered	Coastal scrub	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Dipodomys simulans	Dulzura kangaroo rat	None. Covered by MSHCP.	Open desert, grassland, or cropland containing scattered, large trees or small groves	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Dipodomys stephensi	Stephens' kangaroo rat	IUCN_THR Threatened | CDFW_THR Threatened	Coastal scrub, valley & foothill grassland	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Egretta thula	Snowy egret	None.	California along shores of coastal estuaries, fresh and saline emergent wetlands, ponds, slow-moving rivers, irrigation ditches, and wet fields	**Low.** Suitable foraging habitat may be present during the wet season.
Elanus leucurus	White-tailed kite	CDFW_FP-Fully Protected	Cismontane woodland, marsh & swamp, riparian woodland, valley & foothill grassland, wetland	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Empidonax traillii	Willow flycatcher	CDFW – EN Endangered	Broad, open river valleys or large mountain meadows with lush growth of shrubby willows	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Empidonax traillii extimus	Southwestern willow flycatcher	Federally Endangered and CDFW Endangered	Riparian woodlands in southern California	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Eremophila alpestris actia	California horned lark	CDFW – Watch List	Shortgrass prairies, grasslands, disturbed fields, or similar habitat types along the coast or in deserts	**Moderate.** Limited foraging habitat is present within the project site. Nesting is unlikely due to dense grassy vegetation in the nesting season.
Eumops perotis californicus	Western mastiff bat	CDFW_SSC Species of Special Concern	Chaparral, cismontane woodland, coastal scrub, valley & foothill grassland	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.

Species Name	Common Name	Status	Habitat	Potential to Occur
Euphydryas editha quino	Quino checkerspot butterfly	USFW_END Endangered	Chaparral, coastal scrub	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Falco columbarius	Merlin	CDFW – Watchlist WL	Nest in forested openings, edges, and along rivers across northern North America	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Falco mexicanus	Prairie falcon	CDFW – Watchlist WL	Arid and semiarid shrubland and grassland community types	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Falco peregrinus anatum	American peregrine falcon	CDFW - DL and Fully Protected	It is found in the coast north of Santa Barbara, in the Sierra Nevada, and other mountains of northern California. Breeds mostly in woodland, forest, and coastal habitats.	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Gila orcuttii	Arroyo chub	CDFW_SSC Species of Special Concern	Aquatic, south coast flowing waters	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Haliaeetus leucocephalus	Bald eagle	CDFW_FP-Fully Protected | CDFW_END Endangered	Lower montane coniferous forest, old-growth	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Hydroprogne caspia	Caspian tern	None.	Tall, dense, relatively vast riparian woodlands and thickets of willows, vine tangles, and thick brush with well-developed understories	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Icteria virens	Yellow-breasted chat	CDFW_SSC Species of Special Concern	Riparian forest, riparian scrub, riparian woodland	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Ixobrychus exilis	Least bittern	CDFW_SSC Species of Special Concern	Freshwater and brackish marshes with tall stands of cattails or other vegetation	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.

Species Name	Common Name	Status	Habitat	Potential to Occur
Lanius ludovicianus	Loggerhead shrike	CDFW_SSC Species of Special Concern	Broadleaved upland forest, desert wash, Joshua tree Woodland, Mojavean desert scrub, pinon & juniper woodlands, riparian woodland, Sonoran desert scrub	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Larus californicus	California gull	CDFW – WL Watch List	Fresh and saline aquatic habitats at variable elevations and degrees of aridity for nesting and opportunistic foraging.	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Lasiurus xanthinus	Western yellow bat	CDFW_SSC Species of Special Concern	Desert wash	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Lepus californicus bennettii	San Diego black-tailed jackrabbit	None. Covered by MSHCP.	Coastal scrub	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Leucophaeus atricilla	Laughing gull	CDFW_WL Watch List	Salt marshes, coastal bays, piers, beaches, ocean. Generally found only in coastal regions, especially around beaches and salt marshes, but also ranging several miles inland to rivers, fields, dumps.	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Lynx rufus pallescens	Pallid bobcat	None. Covered by MSHCP.	Variety of habitats, including forests, deserts, mountains, swamps, and farmland.	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Melanerpes lewis	Lewis' woodpecker	None.	Inhabit open forests and grasslands with a few scattered trees. Optimal habitat consists of trees or snags for nesting and perching, nearby open sites for foraging, and a shrub layer for insect cover and fruit/berry production.	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Nannopterum auritus	double-crested cormorant	CDFW – WL Watch List	Common yearlong resident in southern California. Occurs widely in freshwater	**Presumed absent.** No suitable habitat is present within or

Species Name	Common Name	Status	Habitat	Potential to Occur
			and marine habitats along coastlines. Require open water where they can forage for schooling fish.	adjacent to the project site.
Neotoma lepida intermedia	San Diego desert woodrat	CDFW_SSC Species of Special Concern	Coastal scrub	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Numenius americanus	Long-billed curlew	CDFW – WL Watch List	Large coastal estuaries, upland herbaceous areas, and croplands	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Onychomys torridus ramona	Southern grasshopper mouse	CDFW_SSC Species of Special Concern	Chenopod scrub	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Pandion haliaetus	Osprey	CDFW – WL Watch List	Oceans, rivers, lakes, mangroves, coastal wetlands, lagoons, reefs, estuaries, and marshes. Generally nest in high places, such as trees, power poles, or cliffs.	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Parabuteo unicinctus	Harris' hawk	CDFW – WL Watch List	Sparse woodland, semi-desert, and marshes.	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Pelecanus erythrorhynchos	American white pelican	CDFW_SSC Species of Special Concern	Shallow inland waters, such as open areas in marshes and along lake or river edges.	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Perognathus longimembris brevinasus	Los Angeles pocket mouse	CDFW_SSC Species of Special Concern	Coastal scrub	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Phrynosoma blainvillii	Coast horned lizard	CDFW_SSC Species of Special Concern	Coastal sage scrub, annual grassland, chaparral, oak woodland, riparian woodland, and coniferous forest.	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Plegadis chihi	White-faced ibis	CDFW_WL-Watch List	Marsh & swamp, wetland	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.

Species Name	Common Name	Status	Habitat	Potential to Occur
Polioptila californica californica	Coastal California gnatcatcher	Federally THR Threatened | CDFW SSC Species of Special Concern	Sage scrub habitats	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Progne subis	Purple martin	CDFW_SSC Species of Special Concern	Variety of wooded, low-elevation habitats throughout the state	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Pyrocephalus rubinus	Vermilion flycatcher	CDFW_SSC Species of Special Concern	Desert riparian habitat	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Rana draytonii	California redlegged frog	CDFW_SSC Species of Special Concern | Federally THR Threatened	Aquatic, artificial flowing waters, artificial standing waters, freshwater marsh, marsh & swamp, riparian forest, riparian scrub, riparian woodland, Sacramento/San Joaquin flowing waters, Sacramento/San Joaquin standing waters, south coast flowing waters	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Salvadora hexalepis virgultea	Coast patchnosed snake	CDFW_SSC Species of Special Concern	Coastal scrub	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Setophaga petechia	Yellow warbler	CDFW_SSC Species of Special Concern	Riparian forest, riparian scrub, riparian woodland	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Socalchemmis icenoglei	Icenogle's socalchemmis spider	None.	Coastal scrub	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Spea hammondii	Western spadefoot	CDFW_SSC Species of Special Concern	Cismontane woodland, coastal scrub, valley & foothill grassland, vernal pool, wetland	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Spinus lawrencei	Lawrence's goldfinch	None.	Open woodlands, chaparral, and weedy fields	**Presumed absent.** No suitable habitat is present within or

Species Name	Common Name	Status	Habitat	Potential to Occur
				adjacent to the project site.
Spizella breweri	Brewer's sparrow	None.	Sagebrush, brushy plains, and desert dominated by saltbush and creosote	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Streptocephalus woottoni	Riverside fairy shrimp	IUCN_END Endangered	Coastal scrub, valley & foothill grassland, vernal pool, wetland	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Taxidea taxus	American badger	CDFW_SSC Species of Special Concern	Alkali marsh, alkali playa, alpine, alpine dwarf scrub, bog & fen, brackish marsh, broadleaved upland forest, chaparral, chenopod scrub, cismontane woodland, closed-cone coniferous forest, coastal bluff scrub, coastal dunes, coastal prairie	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Thamnophis hammondii	Two-striped garter snake	CDFW_SSC Species of Special Concern	Marsh & swamp, riparian scrub, riparian woodland, wetland	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Vireo bellii pusillus	Least Bell's vireo	IUCN_END Endangered | CDFW_END Endangered	Riparian forest, riparian scrub, riparian woodland	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.
Xanthocephalus xanthocephalus	Yellow-headed blackbird	CDFW_SSC Species of Special Concern	Marsh & swamp, wetland	**Presumed absent.** No suitable habitat is present within or adjacent to the project site.

Source: ELMT Consulting Services, 2025 (Appendix C).

5.3.3.4 Jurisdictional Waters and Wetlands

No jurisdictional drainages or wetland features were observed on the Project site during the field investigation (Appendix C).

5.3.3.5 Wildlife Movement

Wildlife corridors connect otherwise isolated pieces of habitat and allow movement or dispersal of plants and animals. Corridors can be local or regional in scale. Their functions may vary temporally and spatially based on conditions and species present. Local wildlife corridors allow access to resources such as food, water, and shelter within the framework of their daily routine. Animals use these corridors, often hillsides or

tributary drainages, to move between different habitats. Regional corridors provide these functions over a larger scale and link two or more large habitat areas, allowing the dispersal of organisms and the consequent mixing of genes between populations.

The Project site has not been identified as occurring in a wildlife corridor or linkage. The proposed Project would be confined to areas that have been heavily disturbed and isolated from regional wildlife corridors and linkages. In addition, there are no riparian corridors, creeks, or useful patches of steppingstone habitat (natural areas) within or connecting the site to a recognized wildlife corridor or linkage (Appendix C).

5.3.3.6 Critical Habitat

Critical habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features essential to its survival and eventual recovery. The Project site is not within federally designated critical habitat (Appendix C). The nearest designated critical habitat to the site is located approximately 0.59 miles to the west for spreading navarretia (*Navarretia fossalis*) and 1.59 miles to the southwest for thread-leaved brodiaea (*Brodiaea filifolia*).

5.3.1 AREAS OF PUBLIC CONCERN

During the Notice of Preparation (NOP) and Initial Study public review period, comments were received from agencies, organizations, and members of the public regarding potential environmental effects associated with the proposed Project related to biological resources. The comments reflected concerns regarding the following topics:

- Concern over the existing stand of trees located in the northwest corner of the Project site being removed.
- Concern regarding the long-term maintenance and replacement of onsite trees and vegetation by future property owners and successors in interest.

These comments were reviewed and considered during preparation of this Draft EIR. The issues raised by agencies, organizations, and members of the public are addressed through the analysis presented in this section and informed by the relevant technical studies and supporting documentation prepared for the proposed Project.

Where applicable, the analysis in this section:

- Evaluates the potential for the proposed Project to result in the environmental effects identified in public comments.
- Incorporates standard regulatory requirements, design features, and/or mitigation measures intended to reduce potential impacts, and
- Provides additional explanation regarding the basis for impact determinations in response to issues raised during the public review process.

It is important to note that while all comments received during the public review process were reviewed and considered, the determination of significance under CEQA is based on substantial evidence in the record, including technical studies, applicable thresholds of significance, and regulatory requirements. In certain instances, concerns raised during public review reflect issues that are broader policy considerations or site-specific preferences; however, this Draft EIR focuses on impacts to the physical environment as defined under CEQA Guidelines Section 15382.

5.3.2 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

BIO-1 Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;

BIO-2 Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service;

BIO-3 Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;

BIO-4 Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;

BIO-5 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or

BIO-6 Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

5.3.3 METHODOLOGY

The analysis within this Draft EIR section is partly based on the biological studies completed for the Project site, including the Habitat Assessment and MSHCP Consistency Analysis (Appendix C) and Arborist Report (Appendix D), as well as other relevant planning documents such as the MSHCP, the City of Hemet's General Plan Update, and the City of Hemet Municipal Code. The assessments are based on a literature review and a review of aerial photographs and topographic maps of the Project site and surrounding areas. A query was conducted to identify sensitive species information for the Project area using the CDFWs CNDDB Rarefind 5, the CNPS Electronic Inventory of Rare and Endangered Vascular Plants of California, Calflora Database, compendia of special-status species published by CDFW, USFWS species listings, and species covered within the MSHCP and associated technical documents. The Arborist Report was also performed to ensure compliance with the City's regulations on the removal and maintenance of street trees within road rights-of-way, as outlined in Section 66-95 of the Municipal Code.

5.3.4 ENVIRONMENTAL IMPACTS

IMPACT BIO-1: WOULD THE PROJECT 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 WILDLIFE OR U. S. WILDLIFE SERVICE?

Less Than Significant with Mitigation.

Plant Species. As outlined in the Habitat Assessment (Appendix C), the field investigation, combined with evaluating habitat requirements for specific species and the quality and availability of on-site habitats, determined that no special-status plant species have the potential to occur on-site. This conclusion is based

on the lack of native habitats and the disturbed nature of the site, leading to the presumption that all such species are absent. Therefore, the development and operation of the proposed Project would not result in a substantial adverse effect, either directly or indirectly, or through habitat modification, on any plant species identified as candidate, sensitive, or special-status in local or regional plans, policies, regulations, or by the CDFW or USFWS. As a result, no impact to special-status plant species would occur from the proposed Project.

Wildlife Species. No animal species listed as State and/or federal Threatened, Endangered, or Candidate species were detected during the site reconnaissance surveys or field investigation conducted by ELMT Consulting Services (Appendix C). However, based on the habitat requirements of specific species and the quality and availability of on-site habitats, the Project site has the potential to support special-status species. The site includes a stand of gum trees (Eucalyptus) in the northwest corner, which could provide a year-round nesting habitat for seasonal avian residents. Additionally, the disturbed areas of the site may support ground-nesting birds. As a result, the Project site is considered to have moderate potential to support species such as Cooper's hawk (Accipiter cooperii), sharp-shinned hawk (Accipiter striatus), burrowing owl (Athene cunicularia), and California horned lark (Eremophila alpestris actia), and low potential for species such as great egret (Ardea alba), great blue heron (Ardea herodias), northern harrier (Circus hudsonius), and snowy egret (Egretta thula). All other special-status wildlife species are presumed absent from the site.

However, according to the Tree Survey and Arborist Report provided by CalPacific Sciences, less than 5 percent of the trees in the northwest boundary of the site are in good health. At the same time, the remainder show signs of fire damage, have been harvested for wood, exhibit advanced disease or decline, lack vigor, or have poor growth forms/branch attachments that would necessitate removal. The two tree species on the site are invasive and in poor health, and it is recommended that they be removed and replaced with native or ornamental trees. As a result, the development and implementation of the proposed Project may impact nesting habitat or active bird nests if vegetation and trees are removed during the nesting season (February 1 to September 15). Nesting birds are protected under the federal MBTA (United States Code Title 33, Section 703 et seq.; see also Code of Federal Regulations Title 50, Part 10) and Section 3503 of the California Fish and Game Code. Therefore, a nesting bird clearance survey (included as PPP BIO-1 – see section 5.3.8, *Existing Regulations and Plans, Programs, or Policies*) would ensure MBTA compliance. They would be conducted prior to the commencement of construction during nesting season, which would reduce potential impacts related to nesting avian species and native wildlife nursery sites to a less-than-significant level.

Additionally, following the MSHCP Burrowing Owl Survey Guidelines, a burrowing owl habitat assessment was conducted for the Project Site. The burrowing owl assessment included a habitat assessment, focused burrow surveys, and focused burrowing owl surveys. Despite a systematic search of the Project site, no burrowing owls or recent signs were observed during the field investigation and focused survey (Appendix C). However, out of an abundance of caution, a 30-day pre-construction survey for burrowing owls (included as Mitigation Measure [MM] BIO-1) would be conducted before initial ground-disturbing activities to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities.

Implementation of MM BIO-1 and PPP BIO-1 would ensure that the proposed Project would not result in a substantial adverse effect, either directly or through habitat modification, to any animal species identified as a Threatened, Endangered, or Candidate species in local or regional plans, policies, regulation or by the CDFW or USFWS. Therefore, impacts to sensitive animal species or their habitat would be less than significant with mitigation.

IMPACT BIO-2: WOULD THE PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN LOCAL OR REGIONAL PLANS, POLICIES, AND REGULATIONS OR BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U. S. FISH AND WILDLIFE SERVICE?

No Impact. Riparian habitats occur along the banks of rivers and streams. Sensitive natural communities are those considered rare in the region by regulatory agencies, known to provide habitat for sensitive animal or plant species, or known to be important wildlife corridors.

As described in the Habitat Assessment (Appendix C), the Project site does not contain any jurisdictional drainage, riparian, or riverine features. No CDFW, United States Army Corps of Engineers (USACE), or Regional Water Quality Control Board (RWQCB) jurisdictional waters are within the Project site boundaries. In addition, the Project site does not include any sensitive natural communities and is not located within any designated critical habitat areas identified in local or regional plans. The nearest designated critical habitat to the site is located approximately 0.59 miles to the west for spreading navarretia (*Navarretia fossalis*). Therefore, no impacts related to riparian habitat or other sensitive natural communities identified in local or regional plans would result from implementing the proposed Project.

IMPACT BIO-3: WOULD THE PROJECT HAVE A SUBSTANTIAL ADVERSE EFFECT ON STATE OR FEDERALLY PROTECTED WETLANDS (INCLUDING, BUT NOT LIMITED TO, MARSH, VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS?

No Impact. As described in the previous response, the Project site does not include wetlands or vernal pools. In addition, there are no CDFW, United States Army Corps of Engineers (USACE), or Regional Water Quality Control Board (RWQCB) jurisdictional waters within the Project site boundaries. Therefore, the development and operation of the proposed Project would not impact federally protected wetlands, and no impacts would occur.

IMPACT BIO-4: WOULD THE PROJECT 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?

Less than Significant with Mitigation Incorporated. Wildlife movement corridors link together areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbances. As discussed in the Habitat Assessment (Appendix C), the Project site does not contain any wildlife corridors, creeks, or useful patches of natural areas. The Project site is flat, and no hillsides or drainages exist. Areas beyond the Project site include developed residential units, a solar farm, an airport, and shopping centers.

A Tree Survey and Arborist Report was prepared for the proposed Project (Appendix D) and found that there are 43 trees on-site involving two distinct species. The most prominent species surveyed on-site was the red river gum (Eucalyptus camaldulensis), comprising 97.7 percent of the trees within the Project site. As described previously, the stand of trees occurs in the northwest corner of the Project site and could be utilized for nesting habitat year-round and seasonal avian residents (Appendix D). Additionally, the disturbed portions of the site have the potential to support ground-nesting birds protected by the federal MBTA and the California Fish and Game Code Sections 3503.5, 3511, and 3515. Therefore, if vegetation must be removed during the nesting bird season, PPP BIO-1 has been included to require a nesting bird survey to be conducted three days before initiating vegetation clearing. In addition, out of an abundance of caution, a 30-day pre-construction survey for burrowing owls, included as MM BIO-1, would be conducted before initial ground-disturbing activities to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities. With the implementation of PPP BIO-1 and MM BIO-1, impacts would be reduced to a less-than-significant level.

IMPACT BIO-5: WOULD THE PROJECT CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS A TREE PRESERVATION POLICY OR ORDINANCE?

Less than Significant. As discussed under Impact BIO-2 above, no sensitive natural communities or species on the Project site are considered protected biological resources under any local policy or ordinance. However, the Project site is located within the Mitigation Fee Area of the Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP; County Ordinance No. 663.10). Therefore, the applicant would be required to pay the SKR HCP Mitigation Fee prior to development of the proposed Project (PPP BIO-2).

Additionally, as mentioned previously, a stand of gum trees is located along the northwest boundary of the Project site, adjacent to West Acacia Avenue and Florida Avenue. The tree survey found no native species on-site, and both tree species present are invasive. No special-status trees were observed, and only two trees, in good to fair health, were identified as potential candidates for preservation during Project operation. The remaining trees show fire damage, have been harvested for wood, show advanced signs of disease/decline, lack adequate vigor, or show poor growth form/branch attachment. Based on the results of the tree survey, the Arborist Report recommended that the site may be better served with the installation of a combination of native and ornamental tree species of various sizes and statures (Appendix D).

Furthermore, the City of Hemet does not include any provisions regarding preserving trees of any particular species, stature, or size. Therefore, there are no requirements for replacing, preserving, or maintaining the existing trees within the Project site. However, the City would require the preparation of a Tree Preservation Plan to identify any trees proposed for removal or for preservation. Therefore, with adherence to existing requirements including the SKR HCP impact fee and preparation of a Tree Preservation Plan, the proposed Project would not conflict with any local policies or ordinances protecting biological resources and impacts would be less than significant.

IMPACT BIO-6: WOULD THE PROJECT CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL CONSERVATION COMMUNITY PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE CONSERVATION PLAN?

Less than Significant with Mitigation. The Habitat Assessment (Appendix C) determined that the Project site is located within the San Jacinto Valley Area Plan of the Western Riverside County Multiple Species Conservation Plan (MSHCP). Still, it is not within any Criteria Cells or MSHCP Conservation Areas. While the City of Hemet is a permittee under the MSHCP, the proposed Project is not explicitly identified as a Covered Activity under Section 7.1 of the MSHCP. However, public and private developments outside of Criteria Areas and Public/Quasi-Public (PQP) Lands permitted under the MSHCP must still comply with MSHCP policies that apply to areas outside Criteria Areas. Therefore, the proposed Project must be consistent with the MSHCP to achieve coverage.

As described previously, implementation of the proposed Project would have no significant impacts on federal, State, or MSHCP listed species known to occur in the general vicinity of the Project site. Additionally, the proposed Project would not affect designated Critical Habitat because none exists within the area. No jurisdictional drainage and or wetland features were observed on the Project site during the field investigation. Additionally, the Project site is not located within or adjacent to any criteria cell, and no riparian/riverine resources or vernal pools were found on-site.

However, the Project site is located within the MSHCP burrowing owl survey area and is within the Mitigation Fee Area of the SKR HCP. With completion of the burrowing owl pre-construction survey (MM BIO-1) and payment of the SKR HCP mitigation fee (PPP BIO-2), development of the Project site would be fully consistent with the Western Riverside County MSHCP, and impacts would be less than significant.

5.3.5 CUMULATIVE IMPACTS

The cumulative study area for biological resources includes the area surrounding the Project site, the broader General Plan planning area, and the City of Hemet. This cumulative impact analysis evaluates the proposed Project in conjunction with other development projects, including those listed in Table 5-1, *Cumulative Projects List*, in Section 5.0, *Environmental Impact Analysis*. While none of the projects identified in Table 5-1 are proposed adjacent to the Project site, several cumulative projects are located within the general vicinity in the city of Hemet.

The proposed Project would not significantly impact jurisdictional waters, wildlife movement, local ordinances or regulations protecting biological resources, habitat conservation plans, plant communities, or habitat fragmentation. Although it could impact burrowing owls and nesting birds, compliance with MM BIO-1 and PPP-1 would reduce impacts to less-than-significant levels. Furthermore, as discussed above, the proposed Project is consistent with the Western Riverside County MSHCP.

Cumulative projects would also be required to comply with applicable survey requirements pursuant to the MBTA, the City of Hemet, and appropriate mitigation for biological resources. Cumulative projects would also require compliance with the Western Riverside County MSHCP. Since all projects must implement their respective mitigation measures, their contribution would not be cumulatively considerable. There are no projects that would, in combination with the proposed Project, produce a significant impact on biological resources.

5.3.6 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

Federal

- Federal Endangered Species Act
- Clean Water Act
- Migratory Bird Treaty Act

State

- California's Endangered Species Act
- California Fish and Game Code

Local

- City of Hemet Municipal Code Section 31, Multiple Species Habitat Conservation Plan Mitigation Fee
- City of Hemet Municipal Code Chapter 58.97, Stephens' Kangaroo Rat Mitigation Fee
- City Ordinance Number 1358 Inspection, Maintenance, and Removal of Street Trees
- City Ordinance Number 1546 Habitat Conservation
- County Ordinance Number 663.10 Stephens' Kangaroo Rat Mitigation Fee

Plans, Programs, or Policies (PPPs)

PPP BIO-1: Nesting Bird Survey. Vegetation removal should occur outside of the nesting bird season (generally between February 1 and August 31). If vegetation removal is required during the nesting bird season, the applicant must conduct avoidance surveys for nesting birds before initiating vegetation removal/clearing. Surveys will be conducted by a qualified biologist(s) within three days of vegetation

removal. If active nests are observed, a qualified biologist will determine appropriate minimum disturbance buffers and other adaptive mitigation techniques (e.g., biological monitoring of active nests during construction-related activities, staggered schedules, etc.) to ensure that impacts to nesting birds are avoided until the nest is no longer active. At a minimum, construction activities will stay outside a 200-foot buffer around the active nests. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist and Riverside County Environmental Programs Department verify that the nests are no longer occupied, and the juvenile birds can survive independently from the nests. Once the young have fledged and left the nest, or the nest becomes inactive under natural conditions, normal construction activities may occur.

PPP BIO-2: Mitigation Fee for the SKR HCP. Hemet Municipal Code Chapter 58.97 requires that before issuing a of a development permit, any project that meets the criteria or is within the boundary of the SKR HCP shall provide the city with a biological survey. All applicants for a development permit within the boundaries of the plan area shall pay an impact and mitigation fee per gross acre located within the parcel to be developed and the area disturbed by related offsite improvements.

5.3.7 PROJECT DESIGN FEATURES

None.

5.3.8 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, the following impacts would be **potentially significant**: Impacts BIO-1, BIO-4, and BIO-6. Impact BIO-5 would be **less than significant**. Impacts BIO-2 and BIO-3 would result in **no impacts**.

5.3.9 MITIGATION MEASURES

Mitigation Measure BIO-1: Burrowing Owl Pre-Construction Clearance Survey. Prior to the initiation of any ground-disturbing activities, a qualified biologist with experience in burrowing owl surveys shall conduct a 30-day pre-construction clearance survey for burrowing owls and their burrows within the project area. This survey must be completed no more than 30 days prior to the start of construction activities, including grading, excavation, or vegetation removal. The survey shall cover all areas with potential burrowing owl habitats, including open spaces with suitable burrowing sites such as rodent holes or abandoned burrows.

A qualified biologist shall survey the Project site and a buffer zone 500-feet outside the Project limits for burrows that could be used by burrowing owls. If the burrow is determined to be occupied, the burrow shall be flagged, and a 160-foot diameter buffer shall be established during nonbreeding season or a 250-foot diameter buffer during the breeding season. If burrows onsite are unoccupied, construction may proceed.

If the site survey determines the presence of burrowing owl, mitigation in accordance with the California Department of Fish and Wildlife CDFW shall be implemented as follows:

- If burrowing owls are identified as being resident on-site outside the breeding season (September 1 to February 14) they shall be relocated to other sites by a permitted biologist (permitted by CDFW), as allowed in the CDFW Staff Report on Burrowing Owl Mitigation (March 2012).
- If an active burrow is found during the breeding season, it shall be treated as a nest site, and temporary fencing shall be installed at a distance from it, to be determined by the biologist, to prevent disturbance during grading or construction. Installation and removal of the fencing shall be done with a biological monitor present.

- Active relocation and eviction/passive relocation shall require the preservation and maintenance of suitable burrowing owl habitat determined through coordination with the Wildlife Agencies.

A final report detailing the survey findings, buffer zone implementation, and any relocation efforts, if applicable, shall be submitted to the appropriate regulatory agencies, such as the CDFW, and the lead agency prior to the commencement of construction.

5.3.10 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The mitigation measures listed above, in addition to existing regulations, would reduce potential impacts associated with biological resources for Impacts BIO-1, BIO-4, and BIO-6 to a level that is less than significant. Therefore, no significant and unavoidable adverse impacts related to biological resources would occur.

5.3.11 REFERENCES

CalPacific Sciences. (2023). *Tree Survey and Arborist Report*. **(Appendix D)**

City of Hemet. (2012a). *City of Hemet General Plan 2030*. https://www.hemetca.gov/534/Final-General-Plan-2030

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Riverside County Transportation and Land Management Agency. (n.d.) *Western Riverside County Multiple Species Habitat Conservation Plan*. "Volume 1 – The Plan". Retrieved March 24, 2023, from https://rctlma.org/Portals/0/mshcp/volume1/index.html

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5.4 Cultural Resources

5.4.1 INTRODUCTION

This section addresses the potential environmental effects of the proposed Project related to cultural resources, which include built and subsurface historic and archaeological resources. The analysis in this section is based, in part, on the following documents and resources:

- *City of Hemet General Plan 2030*, adopted January 24, 2012
- *City of Hemet General Plan 2030 Environmental Impact Report*, certified January 2012
- City of Hemet Municipal Code
- *Cultural Resources Study for the Hemet 63 Project*, prepared by Brian F. Smith and Associates, April 1, 2022, revised December 13, 2023, included as Appendix E

In accordance with Public Resources Code Section 15120(d), certain information and communications that disclose the location of archaeological sites and sacred lands are exempt from public disclosure.

5.4.2 REGULATORY SETTING

5.4.2.1 Federal Regulations

National Historic Preservation Act

The National Historic Preservation Act of 1966 established the National Register of Historic Places (National Register), the official register of designated historic places. The National Register is administered by the National Park Service and includes listings of buildings, structures, sites, objects, and districts that possess historical, architectural, engineering, archaeological, or cultural significance at the national, state, or local level.

To be eligible for the National Register, a property must be significant under one or more of the following criteria per 36 Code of Federal Regulations Part 60:

a) Properties that are associated with events that have made a significant contribution to the broad patterns of our history;
b) Properties that are associated with the lives of persons significant in our past;
c) Properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
d) Properties that have yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting one or more of the criteria, an eligible property must possess historic "integrity," which is "the ability of a property to convey its significance." The National Register criteria recognize seven qualities that define integrity: location, design, setting, materials, workmanship, feeling, and association.

Structures, sites, buildings, districts, and objects over 50 can be listed in the National Register as significant historical resources. Properties under 50 years of age that are of exceptional importance or contribute to a district can also be included in the National Register.

Properties listed in or eligible for listing in the National Register are also eligible for listing in the California Register and, as such, are considered historical resources for CEQA purposes.

5.4.2.2 State Regulations

California Register of Historical Resources

Eligibility for inclusion in the California Register of Historical Resources (California Register) is determined by applying the following criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. It is associated with the lives of people who were important in California's past;
3. It embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of an important creative individual or possesses high artistic value; or
4. It has yielded or is likely to yield information important in prehistory or history. The Register includes properties that are listed or have been formally determined to be eligible for listing in the National Register, State Historical Landmarks, and eligible Points of Historical Interest (PRC §5024.1).

In addition to meeting one or more of the above criteria, the California Register requires that sufficient time has passed since a resource's period of significance to "obtain a scholarly perspective on the events or individuals associated with the resources" (California Code of Regulations [CCR] 4852 [d][2]). The California Register also requires that a resource possess integrity. This is defined as the ability for the resource to convey its significance through seven aspects: location, setting, design, materials, workmanship, feeling, and association.

California Health and Safety Code Section 7050.5

Health and Safety Code Sections 7050.5(b) and (c) provide that if human remains are discovered, excavation or disturbance in the vicinity of human remains shall cease until the County Coroner is contacted and has reviewed the remains. Suppose the Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American. In that case, the Coroner is required to contact the Native American Heritage Commission (NAHC) by telephone within 24 hours.

Public Resources Code Sections 5097.91 and 5097.98

Public Resources Code Section 5097.91 established the NAHC, which includes inventorying places of religious or social significance to Native Americans and identifying known graves and cemeteries of Native Americans on private lands. Public Resources Code Section 5097.98 provides guidance on the appropriate handling of Native American remains. Once the NAHC receives notification from the Coroner of a discovery of Native American human remains, the NAHC is required to notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land or his or her authorized representative, inspect the site of discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code Section 5097.98(k), the NAHC is authorized to mediate disputes between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials.

CEQA Guidelines Section 15064.5

CEQA Guidelines Section 15064.5 provides guidelines for determining the significance of impacts to archaeological and historical resources. The section defines historical resources and explains how to analyze impacts to resources that are designated or eligible for designation as historical resources. Section 15064.5 also provides provisions for the accidental discovery or recognition of human remains in any location other than a dedicated cemetery.

California Penal Code Section 622.5

California Penal Code Section 622.5 provides misdemeanor penalties for injuring or destroying objects of historic or archaeological interest located on public or private lands but explicitly excludes the landowner.

5.4.2.3 Local Regulations

City of Hemet General Plan 2030

The City of Hemet General Plan contains the following goals and policies related to cultural resources that apply to the proposed Project:

Historic Resources Element

Goal HR-1 **Identify, maintain, protect, and enhance elements of Hemet's cultural, historic, social, economic, architectural, agricultural, archaeological, and scenic heritage.**

Policy HR-1.1 **Preservation.** Encourage the preservation and re-use of historic structures, landscape features, roads, landmark trees, and trails as well as public access to significant scenic vistas, viewpoints, and view corridors.

Policy HR-1.4 **Demolition Alternatives.** Require development applications that include the demolition of structures older than 50 years or are listed in the Eastern Information Center Historic Data File for Riverside County, to consider alternatives to demolition such as architecturally compatible rehabilitation, adaptive reuse, and relocation.

Goal HR-2 **Preserve significant archeological and paleontological resources in areas under the City's jurisdiction, to the greatest extent possible.**

Policy HR-2.1 **Consultation.** Consult with the Soboba Band and any other interested Indian tribes to identify and appropriately address cultural resources and tribal sacred sites through the development review process. Require a Native American Statement as part of the environmental review process of development projects with identified cultural resources.

Policy HR-2.2 **Monitoring.** Require monitoring of new developments where resources or potential resources have been identified in the review process.

Policy HR-2.3 **Evaluation.** Resources found prior to or during site development shall be evaluated by a qualified archaeologist or paleontologist, and appropriate mitigation measures shall be applied before resumption of development activities. Development project proponents shall bear all costs associated with the monitoring and disposition of cultural resources management within the project site.

Policy HR-2.4 **Preferred Repository.** To the extent practicable and appropriate, newly uncovered non-Native American archeological and paleontological resources shall be transferred to the

Western Science Center of Diamond Valley for cataloguing, study and, if appropriate, display.

City of Hemet Municipal Code

Hemet Municipal Code Chapter 14, Article II, Division 9, Section 14-70 adopts the California Historical Building Code as the city's historical code by reference.

5.4.3 ENVIRONMENTAL SETTING

5.4.3.1 Archaeological Setting

The Paleo-Indian Period is associated with the terminus of the late Pleistocene (circa 11,500 to 9,000 years ago). Paleo-Indians were likely attracted to multiple habitat types, including mountains, marshlands, estuaries, and lakeshores. These people likely subsisted on a more generalized diet, relying on hunting, gathering, and collecting birds, mollusks, and both large and small animals (Appendix E, p. 6).

The Archaic Period (circa 9,000 to 13,000 years ago) was a period when increased moisture allowed for more extensive occupation of the region. Material culture related to this time period includes mortar and pestle, dart points, and arrow points. The Project is within an area where the traditional use territories of the Gabrielino, Luiseno, and Cahuilla meet (Appendix E, pp. 7 through 9).

Approximately 1,300 years ago, during the Late Prehistoric Period, bow and arrow technology started to emerge. Brownware and buffware pottery vessels started to diffuse across the Southern California deserts. The shift in material culture assemblages is primarily attributed to the emergence of Shoshonean (Takic-speaking) people who entered California from the east (Appendix E, pp 9 and 10).

Sedentism continued to intensify through the Protohistoric Period (1790 to present). The Cahuilla, the Gabrielino, and the Luiseño, all Takic-speaking groups, occupied portions of present-day Riverside County during this period, near the Project area (Appendix E, pp. 10).

5.4.3.2 Historic Setting

The City of Hemet is located in the San Jacinto Valley. Growth in the San Jacinto Valley was relatively slow until the arrival of reliable water sources, which coincided with the arrival of the California Southern Railroad. On January 27, 1887, William F. Whittier and builder Edward L. Mayberry formed the Lake Hemet Water Company and the Hemet Land Company. The Hemet Land Company purchased 6,000 acres of sloping land to subdivide the land, guaranteeing water by the Lake Hemet Water Company, and selling irrigated parcels to farmers and town merchants. The Lake Hemet Dam was constructed in the Hemet Valley across a 40-foot-wide gorge between two high bluffs. Mayberry and his crew placed the first stone for the Lake Hemet Dam on June 6, 1891. When this arched masonry structure was completed in 1895, it was the largest solid masonry dam in the nation. During construction, the water from Lake Hemet began to be distributed to farmers who grew alfalfa, citrus, apricots, potatoes, olives, walnuts, and other crops (Appendix E, pp 20 and 21).

In 1888, Hemet became a trading center for the San Jacinto Valley's agricultural industry and remained an agricultural and farm community for decades. An elementary school was opened in 1893, and Whittier and Mayberry built the first high school in 1894. Throughout the 1900s, the community witnessed the installation of power and telephone lines, the formation of the Hemet-San Jacinto Gas Company, the opening of the Andrew Carnegie Library in 1919, and the construction of a new Santa Fe Depot at the corner of Florida Avenue and State Street in 1914 (Appendix E, pp. 21).

The 1960s brought "large-scale residential development" to Hemet. In the 1980s, subdivisions of single-family homes began to sprout from former ranch land with a subsequent retail expansion. The local economy began another transition to a family-oriented commuter-based economy with growth driven by externally earned income. The city experienced a steady increase in the 1990s, with housing starts skyrocketing in the early 2000s. By 2010, Hemet had a population of 78,657 people. Hemet today retains much of its retirement orientation but is also home to significant numbers of younger families drawn to good schools and relative affordability (Appendix E, pp 21).

5.4.3.3 Project Site

The Project site currently consists of vacant, undeveloped land with a small gravel parking lot in the northeast corner. Historical aerial photographs from 1949 indicate that the site was previously used for agricultural purposes and contained residences, including barns and storage structures. By 1967, the residences had been removed, and the remaining portions of the site were used solely for agriculture. Later aerial images show the discing and abandonment of agricultural activities on the site (as described in the Phase I Environmental Site Assessment prepared for the Project site, included as Appendix H).

The Cultural Resources Study for the Project site identified 19 resources (nine prehistoric and 10 historic) within one mile of the Project site boundaries. The prehistoric resources include six bedrock milling sites, one potential rock shelter, and two isolates. The historic resources include two trash scatters, the Hemet-Ryan airport, a single-family residence, a segment of the Atchison, Topeka, and Santa Fe/San Jacinto Valley Railroad, two farm properties, a foundation with a standpipe, a communication line, and an airport hangar (Appendix E). None of these resources are within the Project site. The Cultural Resources Study and records search also identified 37 cultural resources studies conducted for locations within one mile of the Project site, none of which included the subject property. However, none of the studies identified cultural resources within the Project site.

The field survey conducted as part of the Cultural Resources Study identified zero structures from the historic era (older than 50 years) within the Project site (Appendix E). Historic structures identified in the aerial photographs were demolished between 1962 and 1967, and no features, artifacts, or evidence associated with these structures were observed.

5.4.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

CUL-1 Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5;

CUL-2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5; or

CUL-3 Disturb any human remains, including those interred outside of dedicated cemeteries.

Historic Resources Thresholds

Historic resources are usually 50 years old or older. They must meet at least one of the criteria for listing in the California Register (such as association with historical events, important people, or architectural significance), in addition to maintaining a sufficient level of physical integrity (CEQA Guidelines Section 15064.5[a][3]). Additionally, CEQA Guidelines Section 15064.5(b), states that a project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that would have a significant impact on the environment. A substantial adverse change in the significance of a historical

resource means the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. The significance of a historical resource is materially impaired when a project:

a) Demolishes or materially alters adversely those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources;
b) Demolishes or materially alters adversely those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in a historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
c) Demolishes or materially alters adversely those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

5.4.5 METHODOLOGY

The cultural resources analysis below is based on the Cultural Resources Study (Appendix E), which contains information compiled through field reconnaissance, record searches, and reference materials. These studies are included as Appendix E.

Archaeological and Historic Records Search. On July 22, 2022, an archaeological and historical records search was completed at the Easton Information Center (EIC) at the University of California, Riverside. This search included the Project site with an additional one-mile buffer.

Archaeological and Historic Field Surveys. A pedestrian reconnaissance survey was conducted on March 15, 2022. The survey of the Project site consisted of a series of parallel survey transects spaced at approximately 10-meter intervals, covering all areas of the Project site. The entire property was accessible, with good ground visibility throughout, only hindered by some grasses and non-native weeds (Appendix E). Photographs were taken to document Project conditions during the survey. No cultural resources were identified as a result of the survey.

5.4.6 ENVIRONMENTAL IMPACTS

IMPACT CUL-1: WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANT OF A HISTORICAL RESOURCE PURSUANT TO SECTION 15064.5?

Less than Significant Impact with Mitigation Incorporated. Historical resources are defined as "a resource listed or eligible for listing on the California Register of Historical Resources" (Public Resources Code, Section 5024.1; 14 CCR 15064.5). Under CEQA Guidelines Section 15064.5(a), the term "historical resources" includes the following:

1. A resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the California Register of Historical Resources (Public Resources Code, Section 5024.1).
2. A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, will be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Public Resources Code Section 5024.1) including the following:

   (A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
   (B) Is associated with the lives of persons important in California's past;
   (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
   (D) Has yielded, or may be likely to yield, information important in prehistory or history.

4. The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in a historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1.

As described previously, the Project site includes vacant and undeveloped land with a small gravel parking lot in the northeast corner. A cultural records search and review of historical photos conducted as part of the Cultural Resources Study performed for the proposed Project indicated that the Project site was historically used for agricultural uses and residences, including barns and storage structures, starting in 1949. Additional historical aerials show that by 1967, the Project site no longer had residences, and the remaining portions of the site were used for agriculture. Subsequent aerial photographs show the discing and abandonment of agricultural uses (Appendix H). The Cultural Resources Study identified 10 historic resources within one mile of the Project site; however, no landmark resources were identified on the site. Additionally, the field survey conducted as part of the Cultural Resources Study identified zero structures from the historic era (older than 50 years) within the Project site (Appendix E). Historic structures identified in the aerial photographs were demolished between 1962 and 1967, and no features, artifacts, or evidence associated with these structures were observed.

Although no historic era structures remain on-site, the historical presence of these structures suggests that there may be buried historical and cultural deposits at the Project site. Therefore, Mitigation Measure (MM) CUL-1 has been included to require monitoring during ground disturbance activities through the implementation of a Cultural Resources Monitoring Program. MM CUL-1 would require a qualified archaeologist to attend pre-grading meetings and monitor all original cutting of previously undisturbed deposits. In addition, MM CUL-2 has been included for the inadvertent discovery of archaeological resources. If a resource is inadvertently discovered during ground-disturbing activities, the archaeologist shall have the authority to divert or temporarily halt ground disturbance operations in the discovery area to allow for the evaluation of potentially significant cultural resources. Therefore, through the implementation of MM CUL-1 and MM CUL-2, the proposed Project would not result in an adverse change in the significance of a historical resource pursuant to §15064.5. As such, the proposed Project would result in less-than-significant impacts on historical resources.

IMPACT CUL-2: WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO SECTION 15064.5?

Less than Significant with Mitigation Incorporated. No prehistoric or historic-period archaeological resources were identified during the records search or pedestrian field survey (Appendix E). Additionally, the Project site has been historically disturbed; therefore, there is reduced potential for the proposed Project to impact unknown archaeological resources that may exist on-site. However, there is still a potential to encounter deposits below ground associated with the prehistoric and historic uses of the Project site. Therefore, the proposed Project would be required to implement a Cultural Resources Monitoring Program, including MM CUL-1. MM CUL-1 would need a qualified archeologist to attend pre-grade meetings and monitor all original cutting of previously undisturbed deposits. Furthermore, with the implementation of MM CUL-2, if a resource is inadvertently discovered during ground-disturbing activities, the archaeologist shall have the authority to divert or temporarily halt ground-disturbing operations in the area of discovery to allow for the evaluation of potentially significant cultural resources. With the implementation of MM CUL-1 and MM CUL-2, the proposed Project's potential impacts related to archaeological resources would be reduced to less than significant.

IMPACT CUL-3: WOULD THE PROJECT DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF DEDICATED CEMETERIES?

Less than Significant Impact. The Project site has not been previously used as a cemetery. Thus, human remains are not anticipated to be uncovered during the construction of the proposed Project. In addition, California Health and Safety Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Sections 5097.91 and 5097.98 included as PPP CUL-1 (see Section 5.4.8, *Existing Regulations and Plans, Programs, or Policies*), mandate a process to be followed in the event of an accidental discovery of any human remains. Specifically, California Health and Safety Code Section 7050.5 requires that if human remains are discovered, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of death and made recommendations concerning the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the Coroner determines that the remains are not subject to his or her authority and if the coroner has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Through mandatory compliance with California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, significant impacts to human remains would not occur. Therefore, impacts from the development of the proposed Project on human remains would be less than significant.

5.4.7 CUMULATIVE IMPACTS

The cumulative study area for cultural resources would be the area surrounding the Project site, the larger General Plan planning area, and the City of Hemet. This cumulative impact analysis for cultural resources considers the development of the proposed Project in conjunction with other development projects identified in Table 5-1*, Cumulative Projects List*, in Section 5.0, *Environmental Impact Analysis*. None of the projects identified in Table 5-1 are proposed adjacent to the Project site. However, there are multiple cumulative projects within the Hemet area in the vicinity of the Project.

Historic Resources: The Project's contribution to cumulative impacts on historical resources was evaluated in the context of past projects in the Hemet region of Riverside County, an area historically shaped by agricultural activity. Record searches and field surveys confirmed the absence of historical sites or resources within the Project site. As a result, the proposed Project would not have the potential to contribute to a

significant cumulative impact on historical resources. Furthermore, with adherence to City regulations and implementation of project-specific mitigation measures, the Project's contribution to cumulative impacts would not be cumulatively considerable.

Archaeological Resources: The Project's impact on prehistoric archaeological resources was analyzed in the context of the Hemet region of Riverside County, which is identified as sensitive for archaeological resources according to the General Plan EIR Exhibit 4.5-1, *Cultural Resource Sensitivity*. Construction activities within the Project site – as with other regional development projects – may uncover subsurface prehistoric archaeological resources that meet the CCR § 15064.5 definition. However, mitigation has been included to reduce the potential of the proposed Project to contribute to a significant cumulative impact on archaeological resources. With compliance with Project-specific mitigation, the Project's contribution to cumulative impacts would not be cumulatively considerable.

Disturbance of Human Remains: The Project's impact on human remains was analyzed in the context of the Hemet region of Riverside County, that were once occupied by the same tribes and settlements. Mandatory compliance with the provisions of California Health and Safety Code § 7050.5, Public Resources Code § 5097 et seq., and CEQA Guidelines Section 15064.5 would assure that the Project, in addition to all development projects, treat human remains that may be uncovered during development activities in accordance with prescribed, respectful and appropriate practices. As such, the proposed Project's contribution to cumulative impacts would not be cumulatively considerable.

5.4.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- California Health and Safety Code Section 7050.5
- Public Resources Code Section 5097.98

Plans, Programs, or Policies (PPPs)

PPP CUL-1: Human Remains. If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5. Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the San Bernardino County Coroner has made the necessary findings as to the origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision regarding the treatment and their disposition has been made. If the San Bernardino County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted by the coroner within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant." The Most Likely Descendant shall then make recommendations and engage in consultation with the property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

5.4.9 PROJECT DESIGN FEATURES

None.

5.4.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of existing regulations, Impact CUL-3 would be reduced to less than significant.

Without mitigation, Impacts CUL-1 and CUL-2 would be potentially significant.

5.4.11 MITIGATION MEASURES

Mitigation Measure CUL-1: Cultural Resources Monitoring Program. Monitoring during ground-disturbing activities, such as grading or trenching, by a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards (PQS) for Archaeology (as defined in the Code of Federal Regulations, 36 CFR Part 61), or as approved by the lead agency, is recommended to ensure that if buried features (*i.e.,* human remains, hearths, or cultural deposits) are present, they will be handled in a timely and proper manner. The scope of the monitoring program is provided below:

- Before the issuance of a grading permit, the applicant shall provide evidence, written verification, to the Hemet Planning Department that a qualified archaeologist meeting the Secretary of Interior's PQS for Archaeology (as defined in the Code of Federal Regulations, 36 CFR Part 61) has been retained to implement the monitoring program. This evidence shall be presented in a letter from the project archaeologist to the lead agency.
- The certified archaeologist shall attend the pre-grading meeting with the contractors to explain and coordinate the monitoring program's requirements.
- During the original cutting of previously undisturbed deposits, the archaeological monitor(s) and tribal representative shall be on-site, as determined by the consulting archaeologist, to perform periodic inspections of the excavations. The frequency of inspections will depend upon the excavation rate, the excavated materials, and the presence and abundance of artifacts and features. The consulting archaeologist shall have the authority to modify the monitoring program if the potential for cultural resources appears to be less than anticipated.
- If a Native American site, feature, or other resources associated with the prehistoric occupation of this area is encountered, a Native American representative will be contacted and invited to join the monitoring program.
- Isolates and non-significant deposits will be minimally documented in the field so the monitored grading can proceed.

Mitigation Measure CUL-2: Inadvertent Discovery of Archeological Resources: If previously unidentified cultural resources are discovered, the archaeologist shall have the authority to divert or temporarily halt ground disturbance operation in the area of discovery to allow for the evaluation of potentially significant cultural resources. The archaeologist shall contact the lead agency at the time of discovery. In consultation with the lead agency, the archaeologist shall determine the significance of the discovered resources. The lead agency must concur with the evaluation before construction activities can resume in the affected area. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the consulting archaeologist and approved by the lead agency before using professional archaeological methods. If any human bones are discovered, the county coroner and lead agency shall be contacted. If the remains are determined to be of Native American origin, the Most Likely Descendant (MLD), as identified by the NAHC, shall be contacted to determine proper treatment and disposition of the remains.

Before construction activities are can resume in the affected area, the artifacts shall be recovered and features recorded using professional archaeological methods. The project archaeologist shall determine the amount of material to be retrieved for an adequate artifact sample for analysis.

All cultural material collected during the grading monitoring program shall be processed and curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to an appropriate curation facility, to be accompanied by payment of the fees necessary for permanent curation.

A report documenting the field and analysis results and interpreting the artifact and research data within the research context shall be completed and submitted to the satisfaction of the lead agency prior to the issuance of any building permits. The report will include DPR Primary and Archaeological Site Forms.

5.4.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Upon implementation of Mitigation Measure CUL-1 and CUL-2, and compliance with regulatory requirements such as PPP CUL-1, Project impacts to cultural resources would be less than significant. No significant and unavoidable impacts related to cultural resources would occur.

5.4.13 REFERENCES

BFSA Environmental Services. (2023). *Cultural Resources Study for the Hemet 63 Project.* **(Appendix E)**

City of Hemet. (2012a). *City of Hemet General Plan 2030*. https://www.hemetca.gov/534/Final-General-Plan-2030

City of Hemet. (2012b). *City of Hemet General Plan 2030 Environmental Impact Report.* https://www.hemetca.gov/444/Final-Environmental-Impact-Report

Partner Engineering and Science, Inc., (2021). *Phase I Environmental Site Assessment Report.* **(Appendix H)**

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5.5 Energy

5.5.1 INTRODUCTION

This section of the Draft EIR assesses the significance of the energy use, including electricity, natural gas, gasoline, and diesel fuels, that would result from implementing the proposed Project. It discusses existing energy use patterns and examines whether the proposed Project (including development and operation) would consume large amounts of fuel or energy or use such resources in a wasteful manner.

Refer to Section *5.7, Greenhouse Gas Emissions*, for a discussion of the relationship between energy consumption and greenhouse gas (GHG) emissions, and Section *5.16, Utilities and Service Systems*, for a discussion of water consumption. This section includes data from the following documents:

- *City of Hemet General Plan Update 2030*, adopted January 24, 2012
- City of Hemet Municipal Code
- *Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report Hemet 63 Warehouse Project*, prepared by LSA, January 2024, included as Appendix B

5.5.2 REGULATORY SETTING

5.5.2.1 Federal Regulations

Energy Independence and Security Act, - Corporate Average Fuel Efficiency Standards (2007)

The Energy Independence and Security Act of 2007 was signed into law on December 19, 2007. It requires an increased Corporate Average Fuel Economy (CAFE) standard of 35 miles per gallon (mpg) for the combined fleet of cars and light trucks by the 2020 model year.

In addition to setting increased CAFE standards for motor vehicles, the Energy Independence and Security Act includes the following additional provisions:

- Renewable Fuel Standard (RFS) (Section 202)
- Appliance and Lighting Efficiency Standards (Sections 301–325)
- Building Energy Efficiency (Sections 411–441)

Additional provisions of the Act address energy savings in government and public institutions, promoting research for alternative energy, further research in on carbon capture, support international energy programs, and the creation of green jobs.

5.5.2.2 State Regulations

California Code of Regulations (CCR) Title 13, Motor Vehicles, Section 2449(d)(3)

No vehicle or engine subject to this regulation may idle for more than five consecutive minutes. The idling limit does not apply to:

- idling when queuing,
- idling to verify that the vehicle is in safe operating condition,
- idling for testing, servicing, repairing, or diagnostic purposes,

- idling necessary to accomplish work for which the vehicle was designed (such as operating a crane),
- idling required to bring the machine system to operating temperature and
- idling is necessary to ensure the safe operation of the vehicle.

Assembly Bill 1279

Assembly Bill (AB) 1279 requires the state to achieve net zero GHG emissions as soon as possible, but no later than 2045, and to maintain net negative emissions thereafter. The bill also requires California to reduce statewide GHG emissions by 85 percent compared to 1990 levels and directs the California Air Resources Board to work with relevant state agencies to achieve these goals.

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: California Energy Code was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. CCR Title 24 Part 11: California Green Building Standards (CALGreen) was first published in 2008 and took effect in 2009. CALGreen is updated regularly, with the most recent approved update consisting of the 2025 California Green Building Code Standards, which became effective January 1, 2026.

The 2025 Energy Code encourages the use of efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, and strengthens ventilation standards, among other requirements.

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking for clean-air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles, including hydrogen, natural gas, hybrid, and electric vehicles, as shown in Table 5.106.5.2 (5.106.5.2).
- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided is contained in Table 5.106. 5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies the requirements for installing raceway conduit and panel power for medium- and heavy-duty electric vehicle supply equipment in warehouses, grocery stores, and retail stores.
- Reducing outdoor light pollution. Outdoor lighting systems shall be designed to meet the backlight, up light, and glare ratings per Table 5.106.8 (5.106.8).
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste per Section 5.408.1.1. 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Excavated soil and land clearing debris. 100 percent of trees, stumps, rocks, and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on-site until the storage site is developed (5.408.3).

- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- Water-conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
    - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
    - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
    - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate of 0.20 gallons per cycle (5.303.3.4.5).
- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water-efficient landscape ordinance or the current California Department of Water Resources Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 SF or for excess consumption where any tenant within a new building or within an addition that is projected to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal to or greater than 2,500 SF. Rehabilitated landscape projects with an aggregate landscape area of 2,500 square feet or greater require a building or landscape permit (5.304.3).
- Commissioning. For new buildings, 10,000 SF and over, building commissioning shall be included in the design and construction of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

The 2025 CALGreen Building Standards Code has been adopted by the City of Hemet Municipal Code in Chapter 14, Article II, Division 12, Section 14-85.

5.5.2.3 Local Regulations

City of Hemet General Plan 2030

The City of Hemet General Plan 2030 contains the following policies related to air quality that apply to the Project:

Land Use Element

Policy LU 2.9 **Sustainable Design** Require that new development be designed to minimize consumption of water, energy and other resources and provide long-term sustainable site and building design features.

Circulation Element

Goal C 4 **Promote and support modes of transportation that offer an alternative to single-occupancy automobile use and help reduce air pollution and road congestion.**

Policy C 4.1 **Sustainable Urban Design.** Promote urban design measures that encourage alternatives to single-occupancy vehicle transportation and direct new growth along transportation corridors as a means of reducing roadway congestion, air pollution, and non-point source water pollution.

Policy C 4.2 **Transportation Alternatives.** Support a variety of transit vehicle types and technologies and encourage alternatives to single-occupancy automobile use such as rail, public transit, paratransit, walking, cycling, and ridesharing.

Policy C 4.5 **Development Opportunities.** Require new development to include opportunities for alternate transportation, such as bicycle paths, pedestrian connections, bicycle storage, and other facilities such as NEV paths, and charging stations.

Policy C 4.6 **Vehicle Mile Reduction.** Create and implement programs that will aid in improving air quality by reducing motor vehicle trips, such as those programs recommended by the Regional Transportation Plan, Riverside County Integrated Project, and the Southern California Air Quality Management Board.

Policy C 4.7 **Employer Incentives.** Encourage all employers, especially employers of 100 or more persons to support alternative forms of transportation by providing appropriate facilities, including parking for vanpools, bicycle parking, and transit stops.

Community Services and Infrastructure Element

Policy CSI 5.4 **Solar Energy.** Encourage new buildings to maximize solar access to promote passive solar energy use, natural ventilation, effective use of daylight, an on-site solar generation.

Policy CSI 5.5 **Energy Efficient Design.** Encourage the efficient use of energy resources by residential, commercial and industrial users by requiring project proposals to incorporate energy efficient products and techniques into their designs in accordance with adopted California Green Building Standards Code standards and other adopted development standards.

Policy CSI 8.4 **Green Building.** Through incentives such as expedited review of development projects, promotes nonrequired alternative energy practices and Leadership in Energy and Environmental Design (LEED) certifications.

Open Space and Conservation Element

Goal OS 6 **Conserve Energy resources through the use of available technology and conservation technologies.**

Policy OS 6.1 **CALGreen Standards.** Encourage the efficient use designs in accordance with the adopted California Green Building Standards Code standards and of energy resources by residential, commercial, and industrial users by requiring project proposals to incorporate energy-efficient products and techniques into their other development standards.

Policy OS 6.5 **Clean Energy.** Support the use and production of clean energy resources through green technology and programs that promote wind, solar, renewable, biomass, and cogenerating energy sources, where compatible with adjacent land uses.

Policy OS 6.6 **Solar Energy.** Encourage existing and new structures to maximize solar access by promoting passive solar energy design, natural ventilation, effective use of daylight, and on-site solar generation.

Goal OS 7 **Improve air quality and seek to reduce greenhouse gas emissions.**

Policy OS 7.1 **Air Pollution Reduction.** Reduce the amount of air pollution emissions from mobile and stationary sources and enhance the South Coast Air Basin by using best management practices in development proposals and project implementation.

Policy OS 7.9 **Stationary Source Pollution.** Continue to minimize stationary source pollution through the following: Ensure that industrial and commercial land uses are meeting existing South Coast Air Quality Management air thresholds by adhering to established rules and regulations. Encourage the use of new technology to neutralize harmful criteria pollutants from stationary sources. Reduce exposure of the City's sensitive receptors to poor air quality nodes through smart land use decisions.

Policy OS 8.6 **Vehicle Miles Traveled.** Cooperate with regional, state, and federal agencies to reduce vehicle miles traveled and consequent emission through job creation.

City of Hemet Climate Action Plan

The City of Hemet participates in the Western Riverside Council of Governments' (WRCOG) Climate Action Plan (CAP) and adopted the WRCOG subregional CAP on September 11, 2018. As such, the City of Hemet has adopted the WRCOG CAP as the Helmet CAP, incorporating as appendices from the Western Riverside Energy Leader Partnership (WRELP) Community Energy Action Plan and the Municipal Energy Action Plan for the City of Hemet. The CAP recommends GHG emissions targets consistent with the State of California's reduction targets and presents several strategies that will enable the City to meet the recommended targets. The City uses WRCOG's subregion emissions reduction target of 15% below 2010 by 2020. Based on guidance from the California Air Resources Board (CARB) and the Governor's Office of Planning and Research, this reduction target level is consistent with AB 32. It serves as a basis for projects to be consistent with meeting statewide reduction targets.

City of Hemet Municipal Code

Chapter 14, Article II, Section 14-31. Ordinance No. 2003, § 3 (Exh. A), was enacted November 8, 2022. Within Ordinance No. 2003, the City adopted the California Building Standards Code (2022 Edition), including its Building Code, Energy Code, and CALGreen components. The City's Building Code regulates and controls the minimum energy and resource efficiencies of all new developments.

Although the City has not yet formally updated its Municipal Code to reference the 2025 California Building Code, Energy Code, and CALGreen components (Title 24), the 2025 code is adopted at the state level and applies to all projects entitled after January 1, 2026. Projects would be required to comply with these standards at the time of building permit issuance.

5.5.3 ENVIRONMENTAL SETTING

Electricity

The Southern California Edison Company (SCE) is the electrical purveyor in the City of Hemet. SCE provides electricity to more than 15 million people in a 50,000 square-mile area of central, coastal and Southern California. According to the California Energy Commission (CEC), total electricity consumption in the SCE

service area in 2024 was 79,341 GWh (12,239GWh for the industrial sector). The total electricity consumption in Riverside County in 2024 was 17,418 GWh (or 17,418,000,000 kilowatt-hours [kWh]) (CEC, 2026).

California utilities are experiencing increasing demands that require modernization of the electric distribution grid to, among other things, accommodate two-way flows of electricity and increase the grid's capacity. SCE is in the process of implementing infrastructure upgrades to ensure the ability to meet future demands. In addition, as described in the Edison International and SCE's 2024 Annual Report, the SCE electrical grid modernization effort supports implementation of California requirements to achieve carbon neutrality by 2045. The state has set Renewables Portfolio Standards that require retail sellers of electricity to provide 60 percent of power from renewable resources by 2030. The state also requires sellers of electricity to deliver 100 percent of retail sales from carbon-free sources by 2045, including interim targets of 90 percent by 2035 and 95 percent by 2040. In 2024, approximately 46 percent of power that SCE delivered to customers came from carbon-free resources (Edison International and Southern California Edison, 2024).

The Project site is currently served by the SCE electricity distribution systems along the roadways adjacent to it.

5.5.4 AREAS OF PUBLIC CONCERN

During the Notice of Preparation (NOP) and Initial Study public review period, comments were received from agencies, organizations, and members of the public regarding potential environmental effects associated with the proposed Project related to energy. The comments reflected concerns regarding the following topics:

- Concern regarding the proposed Project's energy demand and recommendations for incorporating renewable energy and electrification features, including solar photovoltaic systems, electric vehicle charging infrastructure, electric-powered equipment, and other electric infrastructure.

These comments were reviewed and considered during preparation of this Draft EIR. The issues raised by agencies, organizations, and members of the public are addressed through the analysis presented in this section and informed by the relevant technical studies and supporting documentation prepared for the proposed Project.

Where applicable, the analysis in this section:

- Evaluates the potential for the proposed Project to result in the environmental effects identified in public comments.
- Incorporates standard regulatory requirements, design features, and/or mitigation measures intended to reduce potential impacts, and
- Provides additional explanation regarding the basis for impact determinations in response to issues raised during the public review process.

It is important to note that while all comments received during the public review process were reviewed and considered, the determination of significance under CEQA is based on substantial evidence in the record, including technical studies, applicable thresholds of significance, and regulatory requirements. In certain instances, concerns raised during public review reflect issues that are broader policy considerations or site-specific preferences; however, this Draft EIR focuses on impacts to the physical environment as defined under CEQA Guidelines Section 15382.

5.5.5 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse effect on energy resources if it were to:

E-1 Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

E-2 Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

5.5.6 METHODOLOGY

Several factors are considered when weighing whether a project would use a proportionately large amount of energy or whether the use of energy would be wasteful in comparison to other projects. These factors include the use of on-site renewable energy features, energy conservation features or programs, and relative use of transit.

According to Appendix F of the CEQA Guidelines, conserving energy is defined as decreasing overall per capita energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. Neither Appendix F of the CEQA Guidelines nor Public Resources Code Section 21100(b)(3) offer a numerical threshold of significance that might be used to evaluate the potential significance of energy consumption of a project. Instead, the emphasis is on reducing "the wasteful, inefficient, and unnecessary energy consumption."

Construction activities will result in wasteful, inefficient, or unnecessary use of energy if construction equipment is old or not well maintained, if the equipment is left to idle when not in use, if travel routes are not planned to minimize vehicle miles traveled, or if excess lighting or water is used during construction activities. Energy usage during project operation would be considered "wasteful, inefficient, and unnecessary" if the project were to violate federal, state, and/or local energy standards, including Title 24 of the California Code of Regulations, inhibit pedestrian or bicycle mobility, inhibit access to transit, or inhibit feasible opportunities to use alternative energy sources, such as solar energy, or otherwise inhibit the conservation of energy.

5.5.7 ENVIRONMENTAL IMPACTS

IMPACT E-1: WOULD THE PROJECT RESULT IN A POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES, DURING PROJECT CONSTRUCTION OR OPERATION?

Construction

Less than Significant Impact. During construction of the proposed Project, energy would be consumed in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment, construction worker travel to and from the Project site, as well as delivery truck trips;
2. Electricity associated with providing temporary power for lighting and electric equipment and
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, and pipes, and manufactured or processed materials, such as lumber and glass.

Construction activities related to the proposed Project and the associated infrastructure are not expected to result in greater demand for fuel on a per-unit-of-development basis than other development projects in Southern California. Additionally, CCR Title 13, Motor Vehicles, Section 2449(d)(3), Idling, limits the idling

time of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful fuel consumption resulting from unproductive idling of construction equipment. The construction of the proposed Project would not involve the consumption of natural gas. Transportation energy represents the most significant energy use during construction, occurring from the transport and use of construction equipment, delivery vehicles, and haul trucks, as well as construction worker vehicles that utilize petroleum fuels (e.g., diesel fuel and/or gasoline). Therefore, the analysis of energy use during construction focuses on fuel consumption. Construction trucks and vendor trucks hauling materials to and from the Project site are anticipated to use diesel fuel, whereas construction workers traveling to and from the Project site are anticipated to use gasoline-powered vehicles. As shown in Table 5.5-1, Project construction would consume approximately 228,668.9 gallons of diesel fuel and 163,722.9 gallons of gasoline.

Table 5.5-1: Estimated Construction Fuel Consumption

Energy Type	Total Energy Consumption	Percentage of Increase Countywide
Diesel Fuel (total gallons)	228,668.9	0.1
Gasoline (total gallons)	163,722.9	0.02

Source: Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix B).

According to projected fuel consumption information obtained from CARB EMission FACtor Model (EMFAC2021), approximately 730.6 million gallons of gasoline and approximately 302.2 million gallons of diesel are projected to be consumed from vehicle trips in Riverside County in 2025. Therefore, construction of the proposed Project would increase the annual construction-generated fuel use in Riverside County by approximately 0.1 percent for diesel fuel usage and by roughly 0.02 percent for gasoline fuel usage. As such, Project construction would have a negligible effect on local and regional energy supplies.

Additionally, construction contractors must demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. In addition, compliance with existing CARB idling restrictions and the use of newer engines and equipment would reduce fuel combustion and energy consumption.

Overall, construction activities would require limited energy consumption, comply with all existing regulations, and, therefore, not be expected to use large amounts of energy or fuel in a wasteful manner. Thus, impacts related to construction energy usage would be less than significant.

Operation

Less than Significant Impact. Once operational, the proposed Project would generate demand for electricity as well as fuel for motor vehicle trips. The Project does not propose any natural gas usage. Operational use of energy includes the heating, cooling, and lighting of the building; water heating; operation of electrical systems and plug-in appliances within the building; parking lot and outdoor lighting; and the transport of electricity, natural gas, and water to the areas where they would be consumed. This use of energy is typical for urban development, and no operational activities or land uses would occur and that would result in extraordinary energy consumption.

As detailed in Table 5.5-2, the operation of the Project is estimated to result in a net electricity demand of 4,547,812.0 kilowatt-hours (kWh) per year, equivalent to a reduction in gasoline consumption. Total electricity consumption in Riverside County in 2024 was 17,418 gigawatt-hours (GWh) (17,418,000,000 kWh). Therefore, operation of the proposed Project would increase the annual electricity consumption in Riverside County by approximately 0.03 percent. Therefore, electricity usage from the operation of the proposed Project would represent a small portion of current annual electricity use in Riverside County, and electrical demand associated with Project operations would not be considered inefficient, wasteful, or

unnecessary in comparison compared to other similar developments in the region. Furthermore, the proposed Project would be required to adhere to all federal, State, and local requirements for energy efficiency, including the Title 24 standards.

Table 5.5-2: Estimated Annual Operational Energy Consumption

Energy Type	Annual Energy Consumption
Electricity Consumption (kWh/year)	4,547,815.0
Gasoline (gallons/year)	300,082.0[1]
Diesel Fuel (gallons/year)	607,954.6[1]

kWh = kilowatt-hours
[1] This analysis conservatively assumes that all vehicle trips generated from Project operation would be new to Riverside County.
Source: Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix B).

As shown in Table 5.5-2, operational vehicle trips generated by the proposed Project are estimated to utilize 300,082.0 gallons of gasoline and 607,954.6 gallons of diesel fuel per year. According to projected fuel consumption information obtained from CARB EMFAC2021, approximately 716.3 million gallons of gasoline and approximately 303.0 million gallons of diesel are projected to be consumed from vehicle trips in Riverside County in 2026. Therefore, vehicle and truck trips associated with the proposed Project would increase the annual fuel use in Riverside County by approximately 0.04 percent for gasoline fuel usage and approximately 0.2 percent for diesel fuel usage. Therefore, the fuel usage from the operation of the proposed Project would represent a small portion of the current annual fuel use in Riverside County. Therefore, fuel consumption associated with vehicle trips generated by Project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

Because this energy use is typical for urban development, as discussed in the Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report included in Appendix B, no operational activities or land uses would occur that would result in extraordinary energy consumption. Through City permitting, assurance would be provided that existing regulations related to energy efficiency and consumption, such as Title 24 regulations and CCR Title 13, Motor Vehicles, section 2449(d)(3) related to idling, would be implemented. In addition, the proposed Project would implement the City of Hemet General Plan Goals and Policies LU-2.9, C-4, C-4.1, C-4.2, C-4.5, C-4.6, C-4.7, CSI-5.4, CSI-5.5, CSI-8.4, OS-6, OS-6.1, OS-6.5, and OS-6.6. Therefore, impacts related to operational energy consumption would be less than significant.

IMPACT E-2: WOULD THE PROJECT CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY?

Less than Significant Impact. As described previously, the proposed Project would be required to meet the CCR Title 24 energy efficiency standards in effect during permitting of proposed Project. The City's administration of the CCR Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. In addition, Project design and operation would comply with State Building Energy Efficiency Standards, appliance efficiency regulations, and green building standards. The Project buildings would be solar ready in compliance with current Title 24 requirements, which would allow for the future installation of rooftop solar. In addition, the proposed Project would provide 312 electric vehicle parking stalls, of which 62 stalls would be equipped with active EV charging stations at the time of Project buildout. The remaining 250 electric vehicle parking stalls would be conduit-ready and reserved for future EV charging infrastructure. As such, the Project would not inhibit the use of and would allow for future flexibility relating to renewable energy. As determined in Impact E-1, Project development would not cause inefficient, wasteful and unnecessary energy consumption, and no adverse impact would occur.

Moreover, the City of Hemet adopted a Climate Action Plan (CAP) in 2018 to help reduce energy consumption and GHG emissions to become a more sustainable community and to meet the goals of State Assembly Bill 32 (AB 32). The CAP outlines various measures and strategizes numerous methods on how the City's long-term vision can be achieved. As discussed in Draft EIR Section *5.7, Greenhouse Gas Emissions*, the proposed Project would be consistent with the CAP goal of increasing water and energy efficiency in new buildings by complying with the latest California Building Code (Title 24), including the latest CALGreen Code standards. In addition, the proposed Project would include energy efficiency features such as the installation of enhanced insulation; solar ready structure design; electrical system design to accommodate for future renewable energy, PV systems, and battery storage; and installation of energy efficient lighting, heating, and ventilation systems, and appliances. In addition, the proposed Project would comply with local and state laws regarding solar energy. In addition, the proposed Project would implement the City of Hemet General Plan policies CSI-5.5, CSI-8.4, OS-6.1, and OS-7.9. Thus, the Project would be consistent with state goals to reduce energy consumption and resulting GHG emissions. Overall, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and impacts would be less than significant.

5.5.8 CUMULATIVE IMPACTS

The geographic context for analyzing cumulative impacts regarding energy includes past, present, and future development within Southern California because SCE and SoCal Gas generate and distribute energy supplies (including electricity, natural gas, and petroleum) throughout the region.

All development projects throughout the region must comply with the energy efficiency standards in the Title 24 requirements. Additionally, some of the developments could provide for additional reductions in energy consumption by the use of solar panels, skylights, or other LEED-type energy efficiency infrastructure. With the implementation of the existing energy conservation regulations, cumulative electricity and natural gas consumption would not be cumulatively wasteful, inefficient, or unnecessary.

Petroleum consumption associated with the proposed Project would be primarily attributable to transportation, especially vehicular use. However, state fuel efficiency standards and alternative fuels policies (per AB 1007 Pavely) would reduce fuel use, and the federal Energy Independence and Security Act and the state Long Term Energy Efficiency Strategic Plan would reduce reliance on non-renewable energy resources. For these reasons, the consumption of petroleum would not occur in a wasteful, inefficient, or unnecessary manner and would be less than cumulatively considerable.

5.5.9 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

State

- California Energy Code (Code of Regulations, Title 24 Part 6).
- CALGreen Building Standards Code (Code of Regulations, Title 24 Part 11)

Plans, Programs, or Policies (PPPs)

These actions will be included in the Project's mitigation monitoring and reporting program (MMRP):

PPP E-1: CALGreen Compliance: The Project must comply with the CALGreen Building Code to ensure efficient use of energy. CALGreen specifications must be incorporated into building plans as a condition of building permit approval.

5.5.10 PROJECT DESIGN FEATURES

None.

5.5.11 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts E-1and E-2 would be **less than significant.**

5.5.12 MITIGATION MEASURES

None required.

5.5.13 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Upon implementation of existing regulatory requirements, impacts related to air quality would be less than significant. No significant and unavoidable energy impacts would occur.

5.5.14 REFERENCES

California Energy Commission (CEC). (2025). *2025 Title 24 Building Energy Standards*. Retrieved from https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency

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5.6 Geology and Soils

5.6.1 INTRODUCTION

This section addresses the potential environmental effects of the proposed Project related to geology, soils, seismicity, and paleontological resources. The impacts examined include risks related to geologic hazards such as earthquakes, liquefaction, and expansive soils; impacts on the environment related to soil erosion and sedimentation; and impacts related to paleontological resources. The analysis in this section is based, in part, on the following documents and resources:

- City of Hemet General Plan 2030, adopted January 24, 2012
- City of Hemet General Plan 2030 Environmental Impact Report, certified January 2012
- City of Hemet Municipal Code
- *Paleontological Assessment for the Hemet 63 Project*, prepared by Brian F. Smith and Associates, Inc., April 1, 2022, included as Appendix G
- Preliminary Geotechnical Investigation, Hemet 63 Site, Southwest Corner of Cawston Avenue and Acacia Avenue, City of Hemet, Riverside County, CA, prepared by Leighton and Associates, Inc., July 2006, Updated September 2022, included as Appendix F

5.6.2 REGULATORY SETTING

5.6.2.1 Federal Regulations

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act was enacted in 1997 to "reduce the risks to life and property from future earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards and reduction program." To accomplish this, the Act established the National Earthquake Hazards Reduction Program that provides characterization and prediction of hazards and vulnerabilities; improvement of building codes and land use practices; risk reduction through post-earthquake investigations and education; development and improvement of design and construction techniques; improvement of mitigation capacity; and accelerated application of research results. Programs under this Act provide building code requirements including, emergency evacuation responsibilities and seismic code standards such as those to which development under the proposed Project would be required to adhere.

5.6.2.2 State Regulations

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to establish "Earthquake Fault Zones" and publish appropriate maps that depict these zones. The boundary of an Earthquake Fault Zone is generally about 500 feet from major active faults and 200 to 300 feet from well-defined minor faults. The Act also requires local agencies to regulate development within Earthquake Fault Zones. Before a development project can be permitted within an Earthquake Fault Zone, a geologic investigation must demonstrate that proposed buildings would not be constructed across active faults. A licensed geologist must prepare a site-specific evaluation and written report. If an active fault is identified, a structure for human occupancy cannot be placed over the fault and must be set back a minimum of 50 feet from the fault.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act addresses earthquake hazards related to liquefaction and seismically induced landslides. Under the Act, seismic hazard zones are mapped by the State Geologist to assist local governments in land use planning. The Act states, "it is necessary to identify and map seismic hazard zones for cities and counties to prepare the safety element of their general plans adequately and to encourage land use management policies and regulations to reduce and mitigate those hazards to protect public health and safety." Section 2697(a) of the Act states that "cities and counties shall require, prior to the approval of a project located in a seismic hazard zone, a geotechnical report defining and delineating any seismic hazard."

California Building Code

The California Building Code (CBC) is included in Title 24 of the California Code of Regulations. The current CBC was adopted by the City of Hemet and is included in Chapter 14, Article II, Division 3 of the Municipal Code. The code provides standards to protect property and public safety. The CBC regulates the design and construction of excavations, foundations, building frames, retaining walls, and other building elements, thereby mitigating the effects of seismic shaking and adverse soil conditions. The code also regulates grading activities, including drainage and erosion control.

California Construction General Permit

The State of California adopted a Statewide National Pollutant Discharge Elimination System (NPDES) Permit for General Construction Activity (Construction General Permit), that regulates construction site stormwater management. Dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that collectively disturbs one or more acres are required to obtain coverage under the general permit for discharges of stormwater associated with construction activity.

To obtain coverage under this permit, project operators must electronically file Permit Registration Documents, which include a Notice of Intent, a Stormwater Pollution Prevention Plan (SWPPP), and other compliance-related documents, including a risk-level assessment for construction sites, an active stormwater effluent monitoring and reporting program during construction, rain event action plans, and numeric action levels (NALs) for pH and turbidity, as well as requirements for qualified professionals to prepare and implement the plan. The Construction General Permit requires the SWPPP to identify the best management practices (BMPs) that will be implemented to reduce soil erosion. Types of BMPs include preservation of vegetation and sediment control (e.g., fiber rolls). The SWPPP must contain a visual monitoring program, a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs, and a monitoring plan if the site discharges directly to a water body listed on the State's 303(d) list of impaired waters.

Requirements for Geotechnical Investigations

Requirements for geotechnical investigations are outlined in CBC Appendix J, *Grading*, Section J104; additional requirements for subdivisions requiring tentative and final maps and for other specified types of structures are in the California Health and Safety Code Sections 17953 to 17955 and in CBC Section 1803. The testing of samples from subsurface investigations is required, such as from borings or test pits. Studies must be done to evaluate site geology, slope stability, soil strength, position and adequacy of load-bearing soils, and the effect of moisture variation on load-bearing capacity, compressibility, liquefaction, differential settlement, and expansiveness. CBC Section J105 sets forth requirements for inspection and observation during and after grading.

Public Resources Code Section 5097.5

Requirements for paleontological resource management are included in the Public Resources Code (PRC) Division 5, Chapter 1.7, Section 5097.5, and Division 20, Chapter 3, Section 30244, which state that no person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor. These statutes prohibit the removal, without consent, of any paleontological site or feature from lands under the jurisdiction of the State or any city, county, district, authority, or public corporation, or any agency thereof. As a result, local agencies must comply with PRC 5097.5 for their activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. PRC Section 5097.5 also establishes the removal of paleontological resources as a misdemeanor and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public lands (State, County, City, and District).

5.6.2.3 Regional Regulations

SCAQMD Rule 403

South Coast Air Quality Management District (SCAQMD) Rule 403 governs fugitive dust emissions during and after construction. Compliance with this rule is achieved through application of standard best management practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

Rule 403 requires project applicants to control fugitive dust using the best available control measures such that dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, Rule 403 requires the implementation of dust suppression techniques to prevent fugitive dust from creating an off-site nuisance. Applicable Rule 403 dust suppression (and PM_{10} generation) techniques to reduce impacts on nearby sensitive receptors may include, but are not limited to, the following:

- Apply nontoxic chemical stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least three times daily. Locations where grading is to occur shall be thoroughly watered before earthmoving.
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and the top of the trailer) per the requirements of California Vehicle Code Section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less.
- Suspend all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.
- Provide bumper strips or similar best management practices where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.
- Replant disturbed areas as soon as practical.
- Sweep on-site streets (and off-site streets if silt is carried to adjacent public thoroughfares) to reduce the amount of particulate matter on public roads. All sweepers shall be compliant with SCAQMD Rule 1186.1, Less Polluting Sweepers.

5.6.2.4 Local Regulations

City of Hemet General Plan 2030

The City of Hemet General Plan 2030 contains the following policies related to geology and soils that apply to the Project:

Public Safety Element

Goal PS-1 **Reduce risks to the community from seismic activity and geologic conditions, including ground shaking, fault rupture, liquefaction, and landslides.**

Policy PS-1.1 **Seismic Standards.** Strictly enforce the most recent state regulations governing seismic safety and structural design to minimize damage to structures from seismic or geologic hazards.

Policy PS-1.2 **Risk Reduction.** Reduce the risk associated with structures that would likely be seriously damaged during a major earthquake, such as those located in high-risk seismic areas, critical or emergency facilities, and buildings that do not meet current seismic codes through on-site building placement, seismic retrofitting, development outside of geologically hazardous zones, and other means.

Historic Resources Element

Goal HR-2 **Preserve significant archeological and paleontological resources in areas under the City's jurisdiction, to the greatest extent possible.**

Policy HR-2.2 **Monitoring.** Require monitoring of new developments where resources or potential resources have been identified in the review process.

Policy HR-2.3 **Evaluation.** Resources found prior to or during site development shall be evaluated by a qualified archaeologist or paleontologist, and appropriate mitigation measures shall be applied before resumption of development activities. Development project proponents shall bear all costs associated with the monitoring and disposition of cultural resources management within the project site.

Policy HR-2.4 **Preferred Repository.** To the extent practicable and appropriate, newly uncovered non-Native American archeological and paleontological resources shall be transferred to the Western Science Center of Diamond Valley for cataloging, study and, if appropriate, display.

City of Hemet Municipal Code

Chapter 14, Article II, Division 3, Section 14-40: California Building Code. The City of Hemet adopts the California Building Standards Code (California Code of Regulations [CCR] Title 24) with some adaptations. These codes set site-specific investigation requirements, construction standards and inspection procedures to ensure that development projects within the City do not threaten the public. The California Building Standards Code contains baseline standards to prevent unsafe building development.

Chapter 67, Section 67-18: Erosion and Sediment Control. The City of Hemet implements the requirements of the California Regional Water Quality Control Board (RWQCB) (Santa Ana Region) National Pollutant Discharge Elimination System (NPDES) Stormwater Permit Order No. R8-2002-0011 (MS4 Permit)

establishes minimum stormwater management requirements and controls to minimize and control erosion and sediment.

Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan

The purpose of the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan is to identify the County's hazards, review and assess past disaster ordinances, estimate the probability of future occurrences, and set goals to minimize potential risks and reduce or eliminate long-term risk to people and property from man-made and natural hazards. The Plan was prepared according to the Disaster Mitigation Act of 2000 provisions. The plan sets strategies for earthquake hazards, flood hazards, fire hazards, and hazardous materials.

5.6.3 ENVIRONMENTAL SETTING

5.6.3.1 Regional Setting

The City of Hemet generally lies within the eastern portion of the Perris block of the Peninsular Ranges of Southern California. The Peninsular Ranges are characterized by steep, elongated ranges and valleys trending northwestward. The bedrock geology that dominates the eastern portion of the Perris Block specifically consists of Cretaceous and older crystalline and metamorphic rock.

The Peninsular Ranges have been significantly disrupted by Tertiary and Quaternary strike-slip faulting along the Elsinore and San Jacinto faults, resulting in the present terrain. The Project site is mostly flat, with a slight southerly slope. According to the Geotechnical Investigation prepared for the Project site (see Appendix F), there is approximately two feet of elevation differential throughout the site.

5.6.3.2 Faults and Ground Shaking

The Project site is not within an Alquist-Priolo Earthquake Fault Zone. There are no known active faults within 500 feet of the Project site. According to the Geotechnical Investigation (Appendix F), there is no evidence of faulting on the Project site. Therefore, the possibility of fault rupture is low. The nearest active fault zones are the San Jacinto Fault Zone, located approximately 2.61 miles northeast of the Project site, and the Elsinore Fault Zone, located approximately 17 miles southwest of the Project site. The nearest active fault is the Casa Loma Fault, located approximately 3.1 miles northwest of the Project site, within the San Jacinto Fault Zone. Both of these faults and other faults in the southern California region could cause moderate to intense ground shaking during the lifetime of the Project.

5.6.3.3 Ground Rupture

Ground rupture occurs when movement on a fault breaks through to the surface. Surface rupture usually occurs along pre-existing fault traces where zones of weakness exist. The State has established Earthquake Fault Zones to mitigate the hazard of fault rupture by prohibiting the location of most human occupancy structures across the traces of active faults. Earthquake fault zones are regulatory zones encompassing surface traces of active faults with a potential for future surface fault rupture. The nearest Earthquake Fault Zone is the San Jacinto Fault Zone. There are no fault zones within the vicinity of the Project site. Therefore, ground rupture is considered to be low at the Project site (Appendix F).

5.6.3.4 Soils

The Geotechnical Investigation that artificial fill, topsoil, and loose alluvium were encountered at the ground surface of all six boring locations extending to depths of approximately 2 to 10 feet below existing site

grades. The artificial fill soils consist of very loose to medium-dense silty fine sands with trace medium to coarse sand and occasional gravel content. Native alluvium was encountered at the ground surface of all the boring locations, extending at least to the maximum depth explored of 50 feet below the ground surface (bags). The alluvium generally consists of gray-brown gray brown to red-brown, moist, medium-dense sand to silty sand with localized silt and clay layers (Appendix F).

5.6.3.5 Expansive Soils

Expansive soils are soils containing water-absorbing minerals that expand as they take in water. These soils can damage buildings due to the force they exert as they expand. Expansive soils contain certain clay minerals that shrink or swell in response to changes in moisture content; this shrinking or swelling can cause structures built on such soils to shift, crack, or break. Arid or semiarid areas with seasonal changes in soil moisture experience a much higher frequency of problems from expansive soils compare to areas with higher rainfall and more constant soil moisture. The Geotechnical Investigation describes that the near-surface Project site soils consist of topsoil, artificial fills, and alluvium; these soils, which include "clayey" soils, are classified as low to medium expansive (Appendix F).

5.6.3.6 Groundwater

Groundwater was not encountered at any of the boring locations, which extended to at least 50 feet below ground surface (bgs). Additionally, regional groundwater maps and data indicate that shallow groundwater conditions do not exist locally or historically (Appendix F). Based on the lack of groundwater within the borings and the low moisture contents of the recovered soil samples, the highest regional groundwater in the vicinity of the Project site is considered to be at a depth of 100 feet bgs (Appendix F).

5.6.3.7 Liquefaction, Lateral Spreading, and Settlement

Liquefaction occurs when vibrations or water pressure within a soil mass cause the soil particles to lose contact with one another. As a result, the soil behaves like a liquid, cannot support weight, and can flow down very gentle slopes. This condition is usually temporary and is most often caused by an earthquake vibrating water-saturated fill or unconsolidated soil. Soils that are most susceptible to liquefaction are clean, loose, saturated, and uniformly graded fine-grained sands that lie below the groundwater table approximately 50 feet below the ground surface. Clayey (cohesive) soils or soils that possess clay particles in excess of 20 percent are generally not considered to be susceptible to liquefaction, nor are those soils that are above the historic static groundwater table.

Different phenomena associated with liquefaction are described below:

- Lateral Spreading: Lateral spreading is the lateral movement of stiff, surficial blocks of sediments caused by a subsurface layer liquefying. The lateral movements can cause ground fissures or extensional, open cracks at the surface as the blocks move toward a slope face, such as a stream bank or in the direction of a gentle slope. When the shaking stops, these isolated blocks of sediments rest in a place different from their original location and may be tilted.
- Ground Oscillation: Ground oscillation occurs when liquefaction occurs at depth, but the slopes are too gentle to permit lateral displacement. In this case, individual blocks may separate and oscillate on a liquefied layer. Sand boils and fissures are often associated with this phenomenon.
- Bearing Strength Loss: Bearing strength decreases with a decrease in effective stress. Loss of bearing strength occurs when the effective stresses are reduced due to the cyclic loading caused by an earthquake. Even if the soil does not liquefy, the bearing of the soil may be reduced below its value either before or after the quake. If the bearing strength is decreased sufficiently, structures

supported on the sediments can settle, tilt, or even float upward in the case of lightly loaded structures such as gas pipelines.

- Ground Fissuring and Sand Boils: Ground fissuring and sand boils are surface manifestations associated with liquefaction and lateral spreading, ground oscillation, and flow failure. As apparent from the above descriptions, the likelihood of ground fissures developing is high when lateral spreading, ground oscillations, and flow failure occur. Sand boils occur when the high-water pressures are relieved by drainage to the surface along weak spots that may have been created by fissuring. As the water flows to the surface, it can carry sediments, and if the pore water pressures are high enough, a gusher (sand boils) will form at the point of exit.
    - Sediments must be relatively young in age and must not have developed large amounts of cementation;
    - Sediments must consist mainly of cohesionless sands and silts;
    - The sediment must not have a high relative density;
    - Free groundwater must exist in the sediment and
    - The site must be exposed to seismic events of a magnitude large enough to induce straining of soil particles.

As discussed previously, the borings conducted as part of the site-specific geotechnical report for the Project site did not encounter groundwater. Thus, Project site soils are not susceptible to liquefaction (Appendix F). As such, the Project site also has low potential for lateral spreading. The Geotechnical Investigation concluded that post-construction soils within the Project site have an estimated differential settlement of 2 to 3 inches within the upper 50 feet of the soil (Appendix F).

5.6.3.8 Subsidence

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement and typically occurs in areas with subterranean oil, gas, or groundwater. The effects of subsidence include fissures, sinkholes, depressions, and disruption of surface drainage. According to the Geotechnical Investigation, an estimated shrinkage potential of 10 to 15 percent is expected during the removal and compaction of the artificial fill and near-surface native soils. A subsidence of 0.1 to 0.2 feet is estimated to occur within the Project site (Appendix F).

5.6.3.9 Landslides

Earthquake-induced landslides often occur where previous landslides have moved and where the topographic, geologic, geotechnical, and subsurface groundwater conditions are conducive to permanent ground displacements. As discussed in the Geotechnical Investigation, the site and surrounding vicinity are relatively flat and would not be susceptible to landslides (Appendix F).

5.6.3.10 Unique Geologic Feature

Unique geologic features are those that are unique to the field of geology. The Project site consists of Holocene and late Pleistocene (present day to approximately 120,000 years ago) young alluvial fan deposits (Qyf_a) of Bautista Canyon. These deposits are underlain by potentially fossiliferous, older Pleistocene-aged deposits; however, the thickness of the Holocene to late Pleistocene alluvial deposits is unknown at the Project site.

5.6.3.11 Paleontological Resources

Paleontological resources include fossilized remains, traces, or imprints of organisms preserved in or on the earth's crust that are of paleontological interest and that provide information about the history of life on Earth. Significant paleontological resources are defined as fossils or assemblages of fossils that are unique, unusual, rare, uncommon, or important to define a particular time frame or geologic strata or that add to an existing body of knowledge in specific areas within local formations or regionally.

The young alluvial fan deposits mapped at the site's surface are considered to have a low potential to yield significant paleontological resources. However, the underlying late Pleistocene alluvial fan deposits are deemed to have high paleontological sensitivity.

A paleontological literature review and records search was conducted for the Project site. The records search did not identify any previously recorded fossil localities within the boundaries of the Project. The closest known recorded fossil locality is about one mile southwest of the Project site, consisting of the bones of an extinct horse and other unidentified large mammal remains. Numerous terrestrial Ice Age vertebrate fossils have been discovered at the Diamond Valley Lake Reservoir, approximately two to three miles south of the Project site (Appendix G). Based on the presence of nearby significant fossil localities, the underlying Pleistocene-aged alluvial fan deposits mapped at the Project site are considered to have high potential to yield significant paleontological resources.

5.6.4 AREAS OF PUBLIC CONCERN

During the Notice of Preparation (NOP) and Initial Study public review period, comments were received from agencies, organizations, and members of the public regarding potential environmental effects associated with the proposed Project related to geology and soils. The comments reflected concerns regarding the following topics:

- Concern regarding potential subsidence and ground instability in the Project area, including concerns related to historic agricultural use, high groundwater conditions, and regional groundwater overdraft.
- Concern regarding existing geotechnical conditions in the vicinity of the Lakes at Hemet West community, including reports of prior sinkhole activity along the western perimeter of the Project site and concerns about recurrence or expansion.
- Concern regarding the proposed stormwater infiltration system and water quality basin being located along the Project's western perimeter, including its proximity to a community identified sinkhole area and potential geotechnical stability concerns.
- Concern regarding whether construction or development activities could contribute to ground movement, settlement, or structural impacts affecting nearby residences, including recommendations for additional geotechnical investigation in the Project vicinity.

These comments were reviewed and considered during preparation of this Draft EIR. The issues raised by agencies, organizations, and members of the public are addressed through the analysis presented in this section and informed by the relevant technical studies and supporting documentation prepared for the proposed Project.

Where applicable, the analysis in this section:

- Evaluates the potential for the proposed Project to result in the environmental effects identified in public comments.

- Incorporates standard regulatory requirements, design features, and/or mitigation measures intended to reduce potential impacts, and
- Provides additional explanation regarding the basis for impact determinations in response to issues raised during the public review process.

It is important to note that while all comments received during the public review process were reviewed and considered, the determination of significance under CEQA is based on substantial evidence in the record, including technical studies, applicable thresholds of significance, and regulatory requirements. In certain instances, concerns raised during public review reflect issues that are broader policy considerations or site-specific preferences; however, this Draft EIR focuses on impacts to the physical environment as defined under CEQA Guidelines Section 15382.

5.6.5 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

GEO-1 Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

- GEO-1i 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),
- GEO-1ii Strong seismic ground shaking,
- GEO-1iii Seismic-related ground failure, including liquefaction;
- GEO-1iv Landslides;

GEO-2 Result in substantial soil erosion or the loss of topsoil; or

GEO-3 Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;

GEO-4 Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property;

GEO-5 Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater; or

GEO-6 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

5.6.6 METHODOLOGY

A site-specific Geotechnical Investigation was prepared for the Project site (Appendix F), which included visual site reconnaissance, subsurface exploration, field and laboratory testing, and geotechnical engineering analysis, along with site preparation recommendations and construction considerations for the proposed development.

In determining whether a geotechnical-related impact would result from the proposed Project, the analysis includes consideration of State law, including the CBC integrated into the City of Hemet Municipal Code and implemented/verified during permitting approvals. In general, existing State law, building codes, and

ordinances that the approving agency implements provide for an adequate level of safety or reduction of potential effects such that projects developed and operated to code reduce the potential of impacts.

A Paleontological Assessment was prepared to determine the Project's potential impacts to paleontological resources (Appendix G). The analysis included record searches of previously identified resources, consideration of the types of soils present, the paleontological sensitivity of those soils, past site disturbances and off-site infrastructure areas, and the proposed excavation. The analysis combines these factors to identify the potential of the proposed construction to impact unknown paleontological resources on the site. As described in the Paleontological Assessment, a resource records search was conducted at the Western Science Center to identify any previously discovered fossil localities in or near the Project site.

5.6.7 ENVIRONMENTAL IMPACTS

IMPACT GEO-1I: WOULD THE PROJECT DIRECTLY OR INDIRECTLY CAUSE POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING 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?

No Impact. The Project site is not within an Alquist Earthquake Fault Zone, and there are no known active faults within 500 feet of the Project site. The nearest active fault is the Casa Loma Fault, located approximately 3.1 miles northwest of the Project site, within the San Jacinto Fault Zone (approximately 2.61 miles) (California Department of Conservation, 2026). Since no known faults exist within a mile of the Project site, and the site is not located within an Alquist-Priolo Earthquake Fault Zone, impacts related to the rupture of a known earthquake fault would not occur.

IMPACT GEO-1II: WOULD THE PROJECT DIRECTLY OR INDIRECTLY CAUSE POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING STRONG SEISMIC GROUND SHAKING?

Less than Significant Impact. The Project site is located within a seismically active region with numerous faults capable of producing significant ground motions. Project development could subject people and structures to hazards from ground shaking. However, seismic shaking is a risk throughout southern California, and the Project site is not at a more significant risk of seismic activity or impacts compared to other areas within the region.

The CBC includes provisions to reduce impacts caused by major structural failures or loss of life from earthquakes or other geological hazards. Chapter 16 of the CBC contains requirements for designing and constructing structures to resist loads, including earthquake loads. The CBC provides procedures for earthquake-resistant structural design that include consideration for on-site soil conditions, occupancy, and the configuration of the structure, including the structural system and height.

The City of Hemet has adopted the CBC as part of the Municipal Code (Chapter 14, Article II, Division 3, Section 14-40), which regulates all building and construction projects within the City and implements a minimum standard for building design and construction that includes specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. All structures within the City are required to be built in compliance with the CBC. Because the proposed Project would be required to be constructed in compliance with the CBC and the Municipal Code, which would be verified through the City's plan check and permitting process and is included as PPP GEO-1 (see Section 5.6.8, *Existing Regulations and Plans, Programs, or Policies*), the proposed Project would result in a less-than-significant impact related to strong seismic ground shaking.

IMPACT GEO-1III: WOULD THE PROJECT DIRECTLY OR INDIRECTLY CAUSE POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?

Less than Significant Impact. Liquefaction occurs when vibrations or water pressure cause soil particles to lose their friction properties. As a result, soil behaves like a liquid, cannot support weight, and can flow down very gentle slopes. This condition is usually temporary and is most often caused by an earthquake vibrating water-saturated fill or unconsolidated soil. However, the effects of liquefaction can include sand boils, settlement, and structural foundation failures. Soils that are most susceptible to liquefaction are clean, loose, saturated, and uniformly graded fine-grained sands in areas where the groundwater table is within approximately 50 feet of the ground surface.

According to the results of the Geotechnical Investigation, groundwater was not encountered during subsurface exploration, and it was determined that shallow groundwater conditions do not exist locally, nor have they existed historically, according to regional groundwater maps (Appendix F). Therefore, the Geotechnical Investigation concluded that the Project site possesses a very low potential for liquefaction. Additionally, all structures built in the City are required to be developed in compliance with the CBC (California Code of Regulations, Title 24, Part 2), which is adopted in Chapter 14, Article II, Division 3, Section 14-40 of the City of Hemet Municipal Code. Compliance with the CBC would require proper construction of building footings and foundations to withstand the effects of potential ground movement, including liquefaction (PPP GEO-1). Furthermore, the Geotechnical Investigation prepared for the proposed Project includes recommendations for grading and foundation strength that would ensure that the Project would be consistent with CBC requirements for reducing risk related to liquefaction.

The City of Hemet's Building and Safety Division reviews structural plans and geotechnical data prior to the issuance of a grading permit and conducts inspections during construction, which would ensure that all required CBC measures are incorporated. Compliance with the CBC, verified by the City's review process, would ensure that impacts related to liquefaction are less than significant.

IMPACT GEO-1IV: WOULD THE PROJECT DIRECTLY OR INDIRECTLY CAUSE POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING LANDSLIDES?

No Impact. Landslides are the downhill movement of masses of earth and rock and are often associated with earthquakes. However, other factors such as slope, moisture content of the soil, composition of the subsurface geology, heavy rains, and improper grading can influence the occurrence of landslides. According to the Geotechnical Investigation, the Project site and surrounding vicinity are relatively flat, with a slight slope in the southerly direction, and do not contain any hills or steep slopes (Appendix F). Consequently, no landslides are anticipated on or adjacent to the Project site. Therefore, the Project would have no impact related to landslides.

IMPACT GEO-2: WOULD THE PROJECT WOULD RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?

Less than Significant Impact.

Construction

The construction of the proposed Project has the potential to contribute to soil erosion and the loss of topsoil. Grading activities required for the proposed Project would expose and loosen topsoil, which could be eroded by wind or water. Section 67-18, *Erosion and Sediment Control*, of the Hemet Municipal Code, Chapter 67, Grading, Sediment, and Erosion Control, implements the California RWQCB NPDES Stormwater

Permit Order No. requirements. R8-2002-0011 (MS4 Permit), which establishes the minimum stormwater management requirements and controls that must be implemented for the Project.

To reduce the potential for soil erosion and the loss of topsoil, a SWPPP is required by these City and RWQCB regulations to be developed by a QSD (Qualified SWPPP Developer), which would be implemented by the City's conditions of approval (PPP HYD-1). The SWPPP must address site-specific conditions related to specific grading and construction activities that could cause erosion and loss of topsoil and provide erosion control Best Management Practices (BMPs) to reduce or eliminate these impacts. Erosion control BMPs include silt fencing, fiber rolls, gravel bags, stabilized construction entrances and exits, and hydroseeding. With compliance of the Municipal Code Chapter 67, *Grading, Sediment, and Erosion Control*, stormwater management requirements, RWQCB SWPPP requirements, and installation of BMPs, which would be implemented by the City's Project review by the Building and Safety Division, construction impacts related to erosion and loss of topsoil would be less than significant.

Operation

The proposed Project includes landscaping installation adjacent to the proposed buildings and throughout the parking areas. This landscaping would stabilize the soil, preventing areas of loose topsoil susceptible to wind or water erosion during Project operation. In addition, as described in Draft EIR Section 5.9, *Hydrology and Water Quality*, the hydrologic features of the proposed Project have been designed to slow, filter, and retain stormwater within landscaping and with the proposed detention basin, which would also reduce the potential for stormwater to erode topsoil. Furthermore, implementation of the Project requires City approval of a Water Quality Management Plan (WQMP), which would ensure that RWQCB requirements and appropriate operational BMPs would be implemented to minimize or eliminate the potential for soil erosion or loss of topsoil to occur (PPP HYD-2). As a result, with the implementation of existing requirements, impacts related to substantial soil erosion or loss of topsoil would be less than significant.

IMPACT GEO-3: WOULD THE PROJECT 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?

Less than Significant Impact.

Landslides are the downhill movement of masses of earth and rock and are often associated with earthquakes, but other factors, such as the slope, moisture content of the soil, composition of the subsurface geology, heavy rains, and improper grading, can influence the occurrence of landslides. As discussed previously, approximately two feet of elevation differential exist throughout the site (Appendix F). The Project site and the adjacent parcels are relatively flat and do not contain any hills or steep slopes. As such, no landslides would occur on or adjacent to the Project site. Therefore, impacts related to landslides or rock falls would not occur from implementing the proposed Project.

Lateral spreading is a type of liquefaction-induced ground failure associated with the lateral displacement of surficial blocks of sediment resulting from liquefaction in a subsurface layer. Once liquefaction transforms the subsurface layer into a fluid mass, gravity plus the earthquake's inertial forces may cause the mass to move downslope towards a free face (such as a river channel or an embankment). Lateral spreading can cause significant horizontal displacements, which often damage pipelines, utilities, bridges, and other structures. As discussed previously, based on the subsurface conditions encountered at the boring locations, the Geotechnical Investigation concluded that the Project site has a very low potential for liquefaction (Appendix F). As such, the potential for lateral spreading on the site is also considered very low. In addition, the proposed Project would be required to adhere to CBC requirements to limit the risk associated with

lateral spreading (PPP GEO-1). Compliance with CBC requirements, as ensured through the City's permitting process, would ensure that lateral spreading and liquefaction impacts would be less than significant.

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement and occurs in areas with subterranean oil, gas, or groundwater. The effects of subsidence include fissures, sinkholes, depressions, and disruption of surface drainage. According to the Geotechnical Investigation, an estimated shrinkage potential of 10 to 15 percent is expected during the removal and compaction of the artificial fill and near-surface native soils. Additionally, a subsidence of 0.1 to 0.2 feet is estimated to occur at the Project site (Appendix F). However, the risk of subsidence would be lowered through adherence to CBC grading and site preparation recommendations included in the Geotechnical Investigation, such as remedial grading and compaction of soils. As discussed in the Geotechnical Investigation, the Project site soils would be graded to remove existing undesirable and/or unstable soils and then recompacted to decrease the likelihood of settlement after construction. Therefore, excavation and compaction of the artificial fill soils in compliance with the CBC as required through the City's permitting process would ensure that collapse-related impacts would be less than significant.

IMPACT GEO-4: WOULD THE PROJECT BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL DIRECT OR INDIRECT RISKS TO LIFE OR PROPERTY?

Less Than Significant Impact. Expansive soils contain significant amounts of fine-grained silt and clay particles that swell when wet and shrink when dry. The amount of swelling and contracting is subject to the amount of fine-grained clay materials present in the soils and the amount of moisture the soil is exposed to. Foundations constructed on expansive soils are subjected to forces caused by the swelling and shrinkage of the soils, which can cause physical distress to the structure. Heaving and cracking of both building foundations and slabs-on-grade could result without proper measures.

The Geotechnical Investigation describes that the near-surface Project site soils consist of topsoil, artificial fills, and alluvium. According to the Geotechnical Investigation, the soils on the Project site, which include "clayey" soils, are classified as having a low to medium expansion potential (Appendix F). However, the proposed Project would be required to adhere to CBC requirements, which would be ensured through the City's permitting process (PPP GEO-1). The Project site does not contain expansive soils and therefore would not pose substantial direct or indirect risks to life or property associated with such conditions. As a result, impacts related to expansive soils would be less than significant.

IMPACT GEO-5: WOULD THE PROJECT 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?

No Impact. The proposed Project includes installing an on-site sewer system that would connect to the existing 8-inch diameter sewer line in West Acacia Avenue. The proposed Project would not use septic tanks or alternative wastewater disposal systems, therefore no impacts related to septic tanks or alternative wastewater disposal systems would occur from implementation of the proposed Project.

IMPACT GEO-6: WOULD THE PROJECT DIRECTLY OR INDIRECTLY DESTORY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?

Less than Significant Impact with Mitigation Incorporated. The proposed Project consists of the development of four industrial warehouse buildings, parking, landscaping, and associated infrastructure improvements. Earthmoving activities, including grading and trenching activities, can potentially disturb previously unknown paleontological resources. The Paleontological Assessment indicates that the Project site is underlain by Holocene and late Pleistocene young alluvial fan deposits from Bautista Canyon, which overlie late to middle Pleistocene old alluvial fan deposits (Appendix G).

The records search completed as part of the Paleontological Resources Assessment revealed no previously recorded fossil localities within the Project site. The closest recorded fossil locality is approximately one mile southwest of the Project site, consisting of the bones of an extinct horse and other unidentified large mammal remains. Numerous terrestrial Ice Age vertebrate fossils have been discovered at the Diamond Valley Lake Reservoir, approximately two to three miles south of the Project site (Appendix G). Although the records search did not indicate the presence of known fossil localities within the Project site, it demonstrated that terrestrial vertebrate fossils occur at shallow depths in Pleistocene-old alluvial fan sediments, similar to those within the Project site and across the Inland Empire. Given the documented occurrence of terrestrial vertebrate fossils at shallow depths within Pleistocene alluvial fan sediments across the Project region, the sediments underlying the Project site are considered to have high paleontological sensitivity (Appendix G). As a result, Mitigation Measure (MM) PAL-1 is included to require the preparation of a Paleontological Resources Impact Mitigation Program (PRIMP) and monitoring of ground-disturbing activities at or below 5 feet below the surface to identify and recover any significant fossil remains. The implementation of an MM PAL-1 would significantly reduce potential impacts on paleontological resources by providing proactive measures to identify, protect, and adequately manage fossils during the course of construction. It would ensure that significant fossils are not inadvertently destroyed or lost during the construction of the proposed Project. Following the discovery of significant fossils, the PRIMP would outline procedures for analyzing and reporting findings to the appropriate agencies, including submitting final reports to repositories for proper curation of the fossils. With the implementation of MM PAL-1, impacts on paleontological resources would be less than significant.

5.6.8 CUMULATIVE IMPACTS

Geology and Soils: Geotechnical impacts are site-specific rather than cumulative in nature; therefore, the cumulative study area for geological impacts would be considered the Project site and areas directly adjacent to the Project site. Direct and indirect impacts related to geology and soils would be mitigated through mandatory conformance with the CBC, City of Hemet Municipal Code, and site-specific geotechnical recommendations, which would be incorporated as part of the Project's design and construction efforts. Except for erosion hazards, potential hazardous effects related to geologic and soil conditions are unique to each project site and inherently restricted to the developments proposed. That is, issues including fault rupture, seismic ground shaking, liquefaction, landslides, and expansive soils would involve effects to (and not from) the development, are specific to conditions on the property, and are not influenced by or additive with the geologic and/or soils hazards that may occur on other, off-site properties. Because of the site-specific nature of these potential hazards and the measures to address them, the Project's cumulative contributions would not be cumulatively considerable. Therefore, cumulative impacts would be considered less than significant.

The cumulative study area regarding erosion impacts would be considered the Santa Ana River watershed. Impacts related to erosion and loss of topsoil could be cumulatively considerable. However, the proposed Project must comply with the NPDES permit and SCAQMD Rule 403 (Fugitive Dust), and prepare a WQMP and SWPPP, which would incorporate measures during construction activities to ensure that significant erosion impacts do not occur. Other development projects near the Project site would be required to comply with the exact regulatory requirements as the proposed Project precludes substantial adverse water and wind erosion impacts. Because the proposed Project and related projects within the cumulative study area would be subject to similar mandatory regulatory requirements to control erosion hazards during construction and long-term operation, cumulative impacts associated with wind and water erosion hazards would be less than significant.

Paleontological Resources: The cumulative paleontological impact assessment considers the development of the Project in conjunction with other development projects, as listed in Section 5.0 of this DEIR, within the

context of the Riverside County region, which is identified as sensitive to paleontological resources. The geographic area of potential cumulative impacts related to paleontological resources includes areas underlain by similar geologic units from the same period. A cumulative impact could occur if development projects incrementally result in the loss of the same types of unique paleontological resources. As detailed previously, the Project site is underlain by deep sediments sensitive to paleontological resources. However, with the incorporation of MM PAL-1, the Project's cumulative contribution would not be cumulatively considerable. Therefore, cumulative impacts related to paleontological resources would be reduced to a less-than-significant level.

5.6.9 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- Public Resources Code (PRC) Section 5097.5
- City of Hemet Municipal Code, Chapter 14, Article II

Plans, Programs, or Policies (PPPs)

PPP GEO-1: CBC Compliance. The project is required to comply with the California Building Standards Code as included in Chapter 14, Article II, Division 3, Section 14-40 of the Hemet Municipal Code to preclude significant adverse effects associated with seismic and soil hazards. CBC related and geologist and/or civil engineer specifications for the proposed Project must be incorporated into the grading plans and building specifications as a condition of construction permit approval.

PPP HYD-1: NPDES/SWPPP. Dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger standard plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Discharges of Stormwater Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP must list the Best Management Practices (BMPs) that the discharger will use to protect stormwater runoff, as well as the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program, a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs, and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment.

PPP HYD-2: Santa Ana RWQCB MS4 Permit. Prior to the approval of the Grading Plan and issuance of Grading Permits, a completed Water Quality Management Plan (WQMP) shall be submitted to and approved by the Public Works Department. Projects will be constructed and operated in accordance with the Santa Ana RWQCB Municipal Stormwater (MS4) Permit for the portion of the Santa Ana Basin in Riverside County in 2010 (Order No. R8-2010-0036). The MS4 Permit requires new development and redevelopment projects to adopt a WQMP to:

- Control contaminants into storm drain systems
- Educate the public about stormwater impacts
- Detect and eliminate illicit discharges
- Control runoff from construction sites
- Implement BMPs and site-specific runoff controls and treatments.

5.6.10 PROJECT DESIGN FEATURES

None.

5.6.11 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts GEO-1i, GEO-1iv, and GEO-5 would have no impact.

Upon implementation of regulatory requirements, Impacts GEO-1ii, GEO-1iii, GEO-2, GEO-3, and GEO-4 would be less than significant.

Without mitigation, Impact GEO-6 would be potentially significant.

5.6.12 MITIGATION MEASURES

Mitigation Measure PAL-1: Paleontological Monitoring. Prior to the issuance of grading permits, the Project Applicant/developer shall submit to and receive approval from the City, a Paleontological Resources Impact Mitigation Program (PRIMP). The PRIMP shall include the provision for a qualified professional paleontologist meeting the Secretary of the Interior's Professional Qualifications Standards (PQS) for Paleontology (as defined in the Code of Federal Regulations, 36 CFR Part 61) (or his or her trained paleontological representative) to conduct monitoring during mass grading and excavation activities in undisturbed Pleistocene alluvial fan sediment. Starting at a depth of five feet, monitoring shall be conducted on a full-time basis. The qualified professional paleontologist shall be approved by the City of Hemet Planning Department.

If a fossil(s) is found at shallower depths, earth disturbance activities should be halted within a radius of 50 feet from the location of the fossil, and the approved Project paleontologist shall be consulted to determine the significance of the fossilized remains. If the potentially fossiliferous units are not present in the subsurface, or, if present, are determined to have low potential to contain fossil resources upon examination by a qualified paleontologist, monitoring may be reduced. Additionally, the paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens.

Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated and placed into an accredited repository with permanent curation and retrievable storage. Prior to curation, the City of Hemet shall be consulted on the repository/museum to receive the fossil material.

A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Hemet Planning Department, will signify completion of the program to mitigate impacts to paleontological resources.

5.6.13 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Compliance with existing regulatory programs and implementation of Mitigation Measure PAL-1 would reduce potential impacts associated with potential unique paleontological resource impacts to a level that is

less than significant. Therefore, no significant and unavoidable adverse impacts related to geology and soils or paleontological resources would occur.

5.6.14 REFERENCES

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5.7 Greenhouse Gas Emissions

5.7.1 INTRODUCTION

This section of the Draft EIR evaluates greenhouse gas (GHG) emissions associated with the proposed Project and its contribution to global climate change. Specifically, this section evaluates the extent to which GHG emissions from the Project contribute to elevated levels of GHGs in the Earth's atmosphere and thereby contributing to climate change. This section also addresses the Project's consistency with applicable plans, policies, and public agency regulations adopted to reduce the emissions of GHGs. The analysis within this section is based on the following City documents and technical reports by LSA:

- *City of Hemet General Plan Update 2030*, adopted January 24, 2012
- *City of Hemet General Plan Update 2030 Environmental Impact Report*, certified January 2012
- City of Hemet Municipal Code
- *Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report Hemet 63 Warehouse Project*, prepared by LSA, December 2024, included as Appendix B

5.7.2 REGULATORY SETTING

5.7.2.1 State Regulations

California Assembly Bill 1493– Pavley

In 2002, the California Legislature adopted the Assembly Bill (AB) 1493, which required the adoption of regulations to reduce GHG emissions in the transportation sector. In September 2004, pursuant to AB 1493, the California Air Resources Board (CARB) approved regulations to reduce GHG emissions from new motor vehicles beginning with the 2009 model year (Pavley Regulations). In September 2009, CARB adopted amendments to the Pavley Regulations to reduce GHG from 2009 to 2016. The United States Environmental Protection Agency (USEPA), and the United States Department of Transportation's National Highway Traffic and Safety Administration (NHTSA) have coordinated efforts to develop fuel economy and GHG standards for model 2017-2025 vehicles. The GHG standards are incorporated into the "Low Emission Vehicle" (LEV) Regulations.

California Executive Order S-3-05 – Statewide Emission Reduction Targets

Governor Arnold Schwarzenegger signed Executive Order S-3-05 in June 2005. Executive Order S-3-05 establishes statewide emission reduction targets through the year 2050:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

Assembly Bill 1279

AB 1279 requires the State to achieve net-zero GHG emissions as soon as possible, but no later than 2045, and to maintain net-negative emissions thereafter. The bill also requires California to reduce statewide GHG emissions by 85 percent compared to 1990 levels and directs the California Air Resources Board to work with relevant State agencies to achieve these goals.

California Assembly Bill 32 (AB 32), Global Warming Solutions Act of 2006 (Chapter 488, Statutes of 2006)

In 2006, the California Legislature passed the California Global Warming Solutions Act of 2006 (AB 32), establishing a comprehensive, multi-year program to reduce greenhouse gas (GHG) emissions in the state. AB 32 required the CARB to develop a Scoping Plan describing the approach California will take to reduce GHGs to reduce emissions to 1990 levels by 2020. The Scoping Plan was first approved by the CARB in 2008 and must be updated at least every five years. Since 2008, there have been two updates to the Scoping Plan. Each of the Scoping Plans have included a suite of policies to help the State achieve its GHG targets, in large part leveraging existing programs whose primary goal is to reduce harmful air pollution. The 2017 Scoping Plan identifies how the State can reach the 2030 climate target to reduce GHG emissions by 40 percent from 1990 levels and substantially advance toward the 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels.

The AB 32 Scoping Plan also anticipates that local government actions will reduce GHG emissions because local governments have the primary authority to plan, zone, approve, and permit development to accommodate population growth and the changing needs of their jurisdictions. The Scoping Plan also relies on the requirements of Senate Bill 375 (discussed below) to align local land use and transportation planning for achieving GHG reductions.

The Scoping Plan must be updated every five years to evaluate AB 32 policies and ensure California is on track to achieve the 2020 GHG reduction goal. In 2017, CARB released the proposed Second Update to the Scoping Plan, identifying the State's post-2020 reduction strategy. The Second Update would reflect the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. In 2014, CARB released the First Update to the Scoping Plan, which builds upon the Initial Scoping Plan with new strategies and recommendations. The First Update identifies opportunities to leverage existing and new funds to drive GHG emission reductions through strategic planning and targeted low-carbon investments. This update defines CARB's climate change priorities for the next five years and sets the groundwork to reach long-term goals outlined in Executive Order S-3-05. The update highlights California's progress toward meeting the "near-term" 2020 GHG emission reduction goals in the original 2008 Scoping Plan. It also evaluates how to align the State's "longer-term" GHG reduction strategies with other State policy priorities for water, waste, natural resources, clean energy, transportation, and land use.

On December 15, 2022, CARB adopted the 2022 Scoping Plan. The 2022 Scoping Plan builds upon the 2017 Scoping Plan and the requirements set forth by AB 1279, which directs the State to become carbon neutral no later than 2045. To achieve this statutory objective, the 2022 Scoping Plan outlines how California can reduce GHG emissions by 85 percent below 1990 levels and achieve carbon neutrality by 2045. The Scoping Plan scenario to achieve this is to "deploy a broad portfolio of existing and emerging fossil fuel alternatives and clean technologies, and align with statutes, Executive Orders, Board direction, and direction from the governor." The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality globally. Unlike the 2017 Scoping Plan, CARB advocates for compliance with a local GHG reduction strategy (CAP) consistent with CEQA Guidelines section 15183.5.

Senate Bill 375 (Chapter 728, Statutes of 2008)

In August 2008, the Legislature passed, and on September 30, 2008, Governor Schwarzenegger signed SB 375, which addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. Regional GHG reduction targets for the automobile and light-truck industry for 2020 and 2035, as determined by CARB, must consider the emission reductions associated with vehicle emission standards (see SB 1493), the composition of fuels (see Executive Order S-1-07), and other CARB-approved measures to reduce GHG emissions. Regional metropolitan planning organizations (MPOs)

will be responsible for preparing a Sustainable Communities Strategy (SCS) within their Regional Transportation Plan (RTP). The goal of the SCS is to establish a development plan for the region, which, after considering transportation measures and policies, will achieve, if feasible, the GHG reduction targets. If an SCS cannot achieve the GHG reduction target, an MPO must prepare an Alternative Planning Strategy demonstrating how the GHG reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. SB 375 provides incentives for streamlining CEQA requirements by substantially reducing the requirements for "transit priority projects," as specified in SB 375, and eliminating the analysis of the impacts of certain residential projects on global warming and the growth-inducing impacts of those projects when the projects are consistent with the SCS or Alternative Planning Strategy. On September 23, 2010, CARB adopted the SB 375 targets for the regional MPOs.

Executive Order B-30-15 – 2030 Statewide Emission Reduction Target

Executive Order B-30-15 was signed by Governor Jerry Brown on April 29, 2015, establishing an interim statewide GHG reduction target of 40 percent below 1990 levels by 2030, which is necessary to guide regulatory policy and investments in California in the midterm and put California on the most cost-effective path for long-term emission reductions. Under this Executive Order, all State agencies with jurisdiction over sources of GHG emissions must continue to develop and implement emissions reduction programs to reach the State's 2050 target and attain the emissions necessary to avoid dangerous climate change. According to the Governor's Office, this Executive Order aligns with the scientifically established levels needed in the United States to limit global warming below 2°C.Senate Bill 32 (Chapter 249, Statutes of 2016)

Senate Bill (SB) 32 was signed on September 8, 2016, by Governor Jerry Brown. SB 32 requires the State to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal of 1990 levels by 2020 and provides an intermediate goal to achieving S-3-05, which sets a statewide GHG reduction target of 80 percent below 1990 levels by 2050. A related bill that was also approved in 2016, AB 197 (Chapter 250, Statutes of 2016), creates a legislative committee to oversee regulators to ensure that the CARB is responsive not only to the Governor but also to the Legislature.

AB 398 – Extension of Cap and Trade Program to 2030 (Chapter 617, Statutes of 2017)

Governor Brown signed AB 398 on July 25, 2017, and became effective immediately as urgency legislation. AB 398, among other things, extending the cap and trade program through 2030.

Senate Bill 97 (Chapter 185, Statutes of 2007)

SB 97 (Health and Safety Code Section 21083.5) was adopted in 2007 and required the Office of Planning and Research to prepare amendments to the CEQA Guidelines to mitigate GHG impacts. The amendments became effective on March 18, 2010. The CEQA Amendments provide guidance to public agencies on the analysis and mitigation of GHG emissions in CEQA documents. A new section, CEQA Guidelines Section 15064.4, was added to assist agencies in determining the significance of GHG emissions. The CEQA Section gives discretion to the lead agency whether to (1) use a model of methodology to quantify GHG emissions resulting from a project and which model or methodology to use or (2) rely on a qualitative analysis or performance-based standards. CEQA does not provide guidance to determine whether the project's estimated GHG emissions are significant or cumulatively considerable.

CEQA Guidelines Sections 15126.4 and 15130 were also amended, which address mitigation measures and cumulative impacts respectively. However, GHG mitigation measures are generally referenced, and no specific measures are identified. Additionally, the revision to the cumulative impact discussion requirement (Section 15130) simply directs agencies to analyze GHG emissions in an EIR when a project's incremental

contribution of emissions may be cumulatively considerable. However, it does not answer the question of when emissions are cumulatively considerable.

Section 15183.5 permits programmatic GHG analysis, project-specific tiering, and the preparation of Greenhouse Gas Reduction Plans. Compliance with such plans can support a determination that a project's cumulative effect is not cumulatively considerable, according to proposed Section 15183.5(b).

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: California Energy Code was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. CCR Title 24 Part 11: California Green Building Standards (CALGreen) was first published in 2008 and took effect in 2009. CALGreen is updated regularly, with the most recent approved update consisting of the 2025 California Green Building Code Standards, which became effective January 1, 2026.

The 2025 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, and strengthens ventilation standards, among other requirements.

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces with 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking for clean-air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles, as shown in Table 5.106.5.2 (5.106.5.2).
- EV charging stations. New construction shall facilitate both current and future installation of EV supply equipment, with a combination of installed and EV-ready spaces and EV-capable with capacity for expansion. Compliance requires empty raceways for future conduit and documentation that the electrical system has sufficient capacity for the anticipated future load. The number of spaces to be provided for is contained in Table 5.106. 5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium—and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.
- Reducing outdoor light pollution. Outdoor lighting systems shall be designed to meet the backlight, uplight, and glare ratings per Table 5.106.8 (5.106.8).
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste under Section 5.408.1.1. 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks, associated vegetation, and soils resulting primarily from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on-site until the storage site is developed (5.408.3).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).

- Water-conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
    - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
    - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
    - Showerheads. Single showerheads shall have a minimum flow rate of less than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combined flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
    - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of less than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for washing fountains shall have a maximum flow rate of 0.20 gallons per cycle (5.303.3.4.5).
- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water-efficient landscape ordinance or the current California Department of Water Resources Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 square feet (SF) or for excess consumption where any tenant within a new building or within an addition that is projected to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal to or greater than 2,500 SF. Rehabilitated landscape projects with an aggregate landscape area of 2,500 square feet or greater require a building or landscape permit (5.304.3).
- Commissioning. For new buildings 10,000 SF and over, building commissioning shall be included in the design and construction processes to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

The 2025 CALGreen Building Standards Code has been adopted by the City of Hemet Municipal Code in Chapter 14, Article II, Division 12, Section 14-85.

5.7.2.2 Local Regulations

City of Hemet General Plan 2030

The City of Hemet General Plan contains the following policies related to greenhouse gas emissions that are applicable to the Project:

Land Use Element

Policy LU 2.9 **Sustainable Design.** Require that new development be designed to minimize consumption of water, energy and other resources and provide long-term sustainable site and building design features.

Community Services and Infrastructure

Goal CSI-5 **Facilitate the provision and maintenance of adequate systems to provide and conserve natural gas, electricity, and telecommunications systems.**

Policy CSI 5.3 **Energy Services.** Ensure the provision of reliable, quality energy services and promote energy conservation throughout the City.

Policy CSI 5.4 **Solar Energy.** Encourage new buildings to maximize solar access to promote passive solar energy use, natural ventilation, effective use of daylight, an on-site solar generation.

Policy CSI 5.5 **Energy Efficient Design.** Encourage the efficient use of energy resources by residential, commercial, and industrial users by requiring project proposals to incorporate energy efficient products and techniques into their designs in accordance with adopted California Green Building Standards Code standards and other adopted development standards.

Open Space and Conservation Element

Policy OS 2.4 **Landscaping Guidelines.** Require developers and residents to incorporate native drought-resistant vegetation and shade trees into landscape designs to conserve water, improve comfort, augment neighborhood aesthetics, reduce energy use from operation of buildings, and maximize carbon capture and storage.

Goal OS-5 **Conserve and protect surface water, groundwater, and imported water resources.**

Goal OS-6 **Conserve energy resources through the use of available technology and conservation practices.**

Policy OS 6.1 **CALGreen Standards.** Encourage the efficient use of energy resources by residential, commercial, and industrial users by requiring project proposals to incorporate energy-efficient products and techniques into their designs in accordance with adopted California Green Building Standards Code standards and other development standards.

Policy OS 6.3 **Federal, State, Utility Company Incentives.** Encourage homeowners, business owners, and other energy users to use incentives offered by federal, state, and utility companies; to identify voluntary retrofit opportunities and funding options that increase building energy performance; and to reduce energy consumption.

Policy OS 6.6 **Solar Energy.** Encourage existing or new structures to maximize solar access by promoting passive solar energy design, natural ventilation, effective use of daylight, an onsite solar generation.

Policy OS 6.7 **Recycling.** Promote the use of recycling and recycled materials in development projects and consumable products.

Goal OS-7 **Improve air quality and seek to reduce greenhouse gas emissions.**

Policy OS 7.1 **Development Design and Practices.** Reduce the amount of air pollution emissions from mobile and stationary sources and enhance the South Coast Air Basin by using best management practices in development proposals and project implementation.

Policy OS 7.8 **Green Building Techniques.** Encourage green building techniques that improve indoor air quality, energy efficiency and conservation in buildings, and utilization of renewable energy sources.

Policy OS 7.9 **Stationary Source Pollution.** Continue to minimize stationary source pollution through the following:

Ensure that industrial and commercial land uses are meeting existing South Coast Air Quality Management air thresholds by adhering to established rules and regulations.

Encourage the use of new technology to neutralize harmful criteria pollutants from stationary sources.

Reduce exposure of the City's sensitive receptors to poor air quality nodes through smart land use decisions.

Policy OS 8.7 **Innovative Practices.** Encourage the efforts of utility companies, water companies, private businesses, and other persons or organizations in their efforts to institute sustainable practices in their operations.

City of Hemet Climate Action Plan (CAP)

The City of Hemet participates in the Western Riverside Council of Governments' (WRCOG) Climate Action Plan (CAP) and adopted the WRCOG subregional CAP on September 11, 2018. As such, the City of Hemet has adopted the WRCOG CAP as the Helmet CAP, incorporating as appendices the Western Riverside Energy Leader Partnership (WRELP) Community Energy Action Plan and the Municipal Energy Action Plan for the City of Hemet. The CAP recommends GHG emissions targets that are consistent with the reduction targets set by the State of California and presents several strategies that will make it possible for the City to meet the recommended targets. The City uses WRCOG's subregion emissions reduction target of 15% below 2010 by 2020. Based on guidance from CARB and the Governor's Office of Planning and Research, this reduction target level is consistent with AB 32. It serves as a basis for projects to be consistent with meeting statewide reduction targets (WRCOG, 2022).

5.7.3 ENVIRONMENTAL SETTING

Greenhouse Gases: Gases that trap heat in the atmosphere are called GHGs. The primary concern with GHGs is that increases in their concentrations contribute to global climate change. Global climate change is a shift in the average weather patterns on Earth, as measured by changes in wind patterns, storms, precipitation, and temperature. Although there is disagreement regarding the rate of global climate change and the extent of the impacts attributable to human activities, most in the scientific community agree that there is a direct link between increased emissions of GHGs and long-term global temperature increases.

The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Because different GHGs have different warming potential, and CO_2 is the most common reference gas for global climate change, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e). For example, SF_6 is a GHG commonly used in the utility industry as an insulation gas in circuit breakers and other electronic equipment. SF_6, while comprising a small fraction of the total GHGs emitted annually worldwide, is a much more potent GHG, with 22,800 times the global warming potential of CO_2. Therefore, one metric ton (MT) of SF_6 could be reported as an emission equivalent to 22,800 MT of CO_2e. Large emission sources are documented in million metric tons (MMT) of CO_2e. The principal GHGs are described below, along with their global warming potential.

Carbon dioxide: Carbon dioxide (CO_2) is an odorless, colorless, natural GHG. Carbon dioxide's global warming potential is 1. Natural sources include the decomposition of dead organic matter, respiration of bacteria, plants, animals, and fungi, evaporation from oceans, and volcanic outgassing. Anthropogenic (manmade) sources are from burning coal, oil, natural gas, and biomass.

Methane: Methane (CH_4) is a flammable gas and is the main component of natural gas. It has a lifetime of 12 years, and its global warming potential is 28. Methane is extracted from geological deposits (natural gas fields). Other sources are landfills, the fermentation of manure, and the decay of organic matter.

Nitrous oxide: Nitrous oxide (N_2O) (laughing gas) is a colorless GHG with a lifetime of 121 years and a global warming potential of 265. Sources include microbial processes in soil and water, fuel combustion, and industrial processes.

Sulfur hexafluoride: Sulfur hexafluoride (SF_6) is an inorganic, odorless, colorless, nontoxic, nonflammable gas with a lifetime of 3,200 years and a high global warming potential of 23,500. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas.

Perfluorocarbons: Perfluorocarbons (PFCs) have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Due to this, they have long lifetimes, ranging from 10,000 to 50,000 years. Their global warming potential ranges from 7,000 to 11,000. Two main sources of perfluorocarbons are primary aluminum production and semiconductor manufacturing.

Hydrofluorocarbons: Hydrofluorocarbons (HFCs) are a group of GHGs containing carbon, chlorine, and at least one hydrogen atom. Their global warming potential ranges from 100 to 12,000. Hydrofluorocarbons are synthetic manmade chemicals used as a substitute for chlorofluorocarbons in applications such as automobile air conditioners and refrigerants.

Some potential effects in California of global warming may include loss of snowpack, sea level rise, more extreme heat days per year, higher ozone days, increased forest fires, and more drought years. Globally, climate change can impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. The projected effects of global warming on weather and climate are likely to vary regionally but are expected to include the following direct effects:

- Higher maximum temperatures and more hot days over nearly all land areas;
- Higher minimum temperatures, fewer cold days and frost days over nearly all land areas;
- Reduced diurnal temperature range over most land areas;
- Increase of heat index over land areas; and
- More intense precipitation events.

Many secondary effects are projected to result from global warming, including changes in disease vectors and changes in habitat and biodiversity. While the possible outcomes and the feedback mechanisms involved are not fully understood and much research remains to be done, the potential for substantial environmental, social, and economic consequences over the long term may be great.

GHGs are produced by both direct and indirect emissions sources. Direct emissions include natural gas consumption, building heating and cooling, landscaping activities, and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal.

Existing Project Site Conditions

The 60.86-acre Project site is currently vacant and undeveloped with a small gravel parking lot in the northeast corner of the site. No GHG emissions are currently generated from the Project site. The Project site is located in the City of Hemet. As described in the Final Environmental Impact Report (FEIR) prepared for the Hemet General Plan, the primary GHG emissions in the City are from transportation, energy use, and water use, and wastewater generation (City of Hemet, 2012b).

5.7.4 AREAS OF PUBLIC CONCERN

During the Notice of Preparation (NOP) and Initial Study public review period, comments were received from agencies, organizations, and members of the public regarding potential environmental effects associated with the proposed Project related to greenhouse gas emissions. The comments reflected concerns regarding the following topics:

- Concern regarding increased greenhouse gas emissions associated with the proposed Project, including emissions generated by a 24-hour warehouse operation.
- Concern regarding the methodology used to quantify and evaluate greenhouse gas emissions, including accounting for reasonably foreseeable emissions and consideration of reductions associated with statewide regulatory programs such as California's Cap-and-Trade Program.
- Concern regarding the adequacy of the greenhouse gas analysis under CEQA, including the evaluation of operational emissions and implementation of feasible mitigation measures to reduce potentially significant greenhouse gas impacts.

These comments were reviewed and considered during preparation of this Draft EIR. The issues raised by agencies, organizations, and members of the public are addressed through the analysis presented in this section and informed by the relevant technical studies and supporting documentation prepared for the proposed Project.

Where applicable, the analysis in this section:

- Evaluates the potential for the proposed Project to result in the environmental effects identified in public comments.
- Incorporates standard regulatory requirements, design features, and/or mitigation measures intended to reduce potential impacts, and
- Provides additional explanation regarding the basis for impact determinations in response to issues raised during the public review process.

It is important to note that while all comments received during the public review process were reviewed and considered, the determination of significance under CEQA is based on substantial evidence in the record, including technical studies, applicable thresholds of significance, and regulatory requirements. In certain instances, concerns raised during public review reflect issues that are broader policy considerations or site-specific preferences; however, this Draft EIR focuses on impacts to the physical environment as defined under CEQA Guidelines Section 15382.

5.7.5 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project could have a significant adverse effect on air quality resources if it would:

GHG-1 Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or

GHG-2 Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

CEQA Guidelines Section 15064.4 provides discretion to the lead agency whether to (1) use a model of methodology to quantify GHG emissions resulting from a project and which model or methodology to use or (2) rely on a qualitative analysis or performance-based standards. In addition, CEQA does not provide guidance to determine whether the project's estimated GHG emissions are significant, but recommends that

lead agencies consider several factors that may be used in the determination of significance of project related GHG emissions, including:

- The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting.
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

CEQA Guidelines Section 15130(f) describes that the effects of GHG emissions are, by their very nature, cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis. Additionally, CEQA Guidelines Section 15064(h)3 states that a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project complies with an approved plan or mitigation program that provides requirements to avoid or lessen the cumulative problem.

The SCAQMD formed a working group to identify greenhouse gas emission thresholds for land use projects that could be used by local lead agencies in the Basin in 2008. The working group developed several different options that are contained in the SCAQMD Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold, which could be applied by lead agencies, and includes the following tiered approach:

- Tier 1 evaluates whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 determines whether the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
    - All land use types: 3,000 $MTCO_2e$ per year
    - Based on land use type:
        - Residential: 3,500 $MTCO_2e$ per year
        - Commercial: 1,400 $MTCO_2e$ per year
        - Mixed use: 3,000 $MTCO_2e$ per year
- Tier 4 has the following options:
    - Option 1: Reduce business as usual emissions by a certain percentage; this percentage is currently undefined.
    - Option 2: Early implementation of applicable AB 32 Scoping Plan measures.
    - Option 3, 2020 Target: For service populations (SP), including residents and employees, 4.8 $MTCO_2e$/SP/year for projects and 6.6 $MTCO_2e$/SP/year for plans.
    - Option 3, 2035 Target: 3.0 $MTCO_2e$/SP/year for projects and 4.1 $MTCO_2e$/SP/year for plans.

The SCAQMD's interim thresholds used the Executive Order S-3-05-year 2050 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap CO_2 concentrations at 450 ppm, thus stabilizing global climate.

Based on the foregoing guidance, the City of Hemet has elected to rely on compliance with a local air district (SCAQMD) threshold in determining the significance of Project-related GHG emissions. Specifically, the City has selected the interim 3,000 $MTCO_2e$/yr threshold recommended by SCAQMD staff for residential and commercial sector projects against which to compare Project-related GHG emissions.

The City understands that the 3,000 $MTCO_2e$/yr threshold for residential/commercial uses was proposed by SCAQMD a decade ago and was adopted as an interim policy; however, no permanent, superseding policy or threshold has been adopted since. The 3,000 $MTCO_2e$/yr threshold was developed and recommended by SCAQMD, an expert agency, based on substantial evidence provided in the Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold (2008) document and subsequent Working Group meetings (the latest of which occurred in 2010). SCAQMD has not withdrawn its support of the interim threshold, and all documentation supporting the interim threshold remains on the SCAQMD website on a page that guides CEQA practitioners for air quality analysis (and where all SCAQMD significance thresholds for regional and local criteria pollutants and toxic air contaminants also are listed). Furthermore, as stated by SCAQMD, this threshold "uses the Executive Order S-3-05 goal (80% below 1990 levels by 2050) as the basis for deriving the screening level" and, thus, remains valid for use in 2024 and for the purposes of this Draft EIR. Lastly, this threshold has been used for hundreds, if not thousands, of GHG analyses performed for projects within the SCAQMD jurisdiction.

Thus, for purposes of analysis, in this analysis, if Project-related GHG emissions do not exceed the 3,000 $MTCO_2e$/yr threshold, then Project-related GHG emissions would have a less-than-significant impact pursuant to Threshold GHG-1. On the other hand, if Project-related GHG emissions exceed 3,000 $MTCO_2e$/yr, the Project would be considered a substantial source of GHG emissions.

5.7.6 METHODOLOGY

The California Emissions Estimator Model (CalEEMod) v2022.1.1.20 has been used to determine construction and operational GHG emissions for the buildout of the proposed Project based on the maximum development assumptions outlined in Section 3.0*, Project Description*. The purpose of this model is to calculate construction-source and operational-source GHG emissions from direct and indirect sources, and to quantify the applicable air quality and GHG reductions achieved through measures incorporated into the Project to reduce or minimize GHG emissions. For construction phase Project emissions, GHGs are quantified and, per SCAQMD methodology, the total GHG emissions for construction activities are divided by 30 years and then added to the annual operational phase of GHG emissions.

In addition, CEQA requires the lead agency to consider the extent to which the Project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for reducing or mitigating GHG emissions. Therefore, this section addresses whether the Project complies with various programs and measures designed to reduce GHG emissions. There is no statewide program or regional program or plan that has been adopted with which all new development must comply; thus, this analysis has identified the most relevant to the City of Hemet and the proposed Project.

5.7.7 ENVIRONMENTAL IMPACTS

IMPACT GHG-1: WOULD THE PROJECT GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, IN A WAY THAT WOULD HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT?

Significant and Unavoidable Impact. Implementing the proposed Project would generate GHG emissions from construction activities, operational transportation, energy, waste disposal, and area sources (such as on-site equipment). For construction emissions, the SCAQMD recommends amortizing emissions over 30 years by calculating the total GHG emissions for the construction activities, dividing it by a 30-year project life,

and then adding that number to the annual operational phase GHG emissions, which is done within this analysis. As shown in Table 5.7-1, it is estimated that the proposed Project would generate approximately 2,704.4 metric tons of carbon dioxide equivalent ($MTCO_2e$) in total emissions during construction. When amortized over the 30-year life of the proposed Project, annual emissions would be 69.1 $MTCO_2e$.

Table 5.7-1: Project Generated Greenhouse Gas Emissions During Construction

	Annual GHG Emissions ($MTCO_2e$)
Total Construction Emissions	2,074.4
Total Construction Emissions Amortized Over 30 Years	69.1

Source: Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report 2024 (Appendix B)

Long-term operations of uses proposed by the Project would generate GHG emissions from the following primary sources:

- **Area Source Emissions.** Landscape maintenance equipment generates emissions from fuel combustion and the evaporation of unburned fuel. Equipment in this category includes lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping.
- **Energy Source Emissions.** GHGs are emitted from buildings due to activities for which electricity and natural gas are typically used as energy sources. The combustion of any type of fuel emits CO2 and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during electricity generation from fossil fuels; these emissions are considered indirect emissions.
- **Mobile Source Emissions.** The Project-related GHG emissions are derived primarily from vehicle trips generated by the Project, including employee trips to and from the site and truck trips associated with the proposed uses. Trip characteristics from the Trip Generation and Vehicle Miles Traveled (VMT) Screening Analysis (Appendix M) were utilized to quantify the GHGs from the operation of the Project at buildout. To determine emissions from passenger car vehicles and truck trips, the CalEEMod defaults were used for trip lengths for passenger car vehicles and two- to three-axle trucks, while four-axle trucks were assumed to travel approximately 40 miles.
- **Stationary Source Emissions.** The project is anticipated to include a 200-horsepower (hp) diesel fire pump. For analytical purposes, it is assumed that the fire pump would run approximately one hour per month.
- **Water Supply, Treatment, and Distribution.** Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute water and wastewater. The amount of electricity required depends on the volume of water and its sources. For purposes of analysis, water usage is based on the estimated water demand.
- **Solid Waste.** The proposed land uses would involve the generation and disposal of solid waste. A percentage of this waste would be diverted from landfills by various means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted would be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material.

As shown in Table 5.7-2, the Project would generate approximately 10,677.6 $MTCO_2e$ per year, exceeding the SCAQMD threshold of 3,000 MTCO2e per year for all land use types. Thus, GHG emissions from the construction and operation of the proposed residences would be potentially significant.

Table 5.7-2: Project Generated Greenhouse Gas Emissions

Emissions Source	Operational Emissions				
	CO_2	CH_4	N_2O	CO_2e	Percentage of Total
Mobile Sources – Vehicle and Light Duty Trucks	2,835.5	0.1	0.1	2,879.4	26
Mobile Sources – Heavy Heavy Duty Trucks	5,509.9	0.1	0.9	5,777.6	53
Area Sources	22.9	<0.1	<0.1	23.0	<1
Energy Sources	1,097.4	0.1	<0.1	1,101.6	10
Water Sources	532.2	8.5	0.2	806.6	7
Waste Sources	94.8	9.5	0.0	331.7	3
Stationary Sources	20.3	<0.1	<0.1	20.3	<1
Total Project Operational Emissions				10,608.5	100
Amortized Construction Emissions				69.1	-
Total Annual Emissions				10,677.6	-
SCAQMD Threshold				3,000	-
Exceed?				Yes	-

Source: Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report 2024 (Appendix B)

Due to the exceedance of GHG emissions, the proposed Project would have the potential to generate direct or indirect GHG emissions that would significantly impact the environment, thereby requiring mitigation. As discussed in detail below, implementing Mitigation Measures GHG-1 through GHG-10 aims to reduce the Project's GHG emissions. Mitigation Measures GHG-1 through GHG-4 require energy-efficient light bulbs, water-efficient toilets and urinals, and low-flow faucets, thereby reducing GHG emissions from energy and water sources. Mitigation Measure GHG-5 mandates anti-idling signage and truck regulations, minimizing idling emissions. Mitigation Measures GHG-6 and GHG-7 require clear signage for trucks to reduce unnecessary driving to optimize traffic flow. Mitigation Measure GHG-8 establishes a transparent complaint system for addressing environmental issues related to noise, dust, and odors. Mitigation Measure GHG-9 requires electric or non-diesel-fueled cargo-handling equipment and electric indoor forklifts. Lastly, Mitigation Measure GHG-10 promotes alternative transportation through transportation demand management programs for employers, encouraging carpooling, cycling, and public transit. Overall, Mitigation Measures GHG-1 through GHG-10 are designed to reduce Project operational-source emissions. In addition, the proposed Project would implement the City of Hemet General Plan Policies LU-2.9, CSI-5, CSSI-5.3, CSI-5.4, CSI-5.5, OS-2.4, OS-5, OS-6, OS-6.1, OS-6.3, OS-6.6, OS-6.7, OS-7, OS-7.1, OS-7.8, OS-7.9, and OS-8.7, which would serve to reduce GHG emissions through implementation of sustainability features.

However, there is no way to quantify the reductions from implementing Mitigation Measures GHG-1 through GHG-10 in CalEEMod. Although implementing all the measures would likely decrease Project emissions somewhat, no reductions in emissions are assumed to occur to provide a conservative evaluation of project impacts.

There are no feasible Project measures that would reduce substantially vehicular emissions, and more than 79 percent of all GHG emissions (by weight) would be generated by Project mobile sources (vehicle trips). Neither the Project Applicant nor the Lead Agency (City of Hemet) can substantively or materially affect reductions in Project mobile-source emissions beyond regulatory requirements imposed by the federal or State governments or the SCAQMD. Emissions associated with heavy duty trucks involved in goods movements are generally controlled by technology and through fleet turnover of older trucks and engines to newer and cleaner trucks and engines. The first battery-electric heavy-heavy duty trucks have not yet been integrated into large-scale truck operations due to difficulties in meeting the duty cycles required of current diesel-

powered vehicles and long charging times. As described in Section 3.0, *Project Description*, the proposed Project has been designed to include 312 electric vehicle (EV)-capable parking stalls, of which 62 stalls would be equipped with active EV charging stations at the time of Project buildout, with the remaining 250 stalls conduit-ready and reserved for future EV charging infrastructure. This exceeds the minimum requirements of the California Building Code, which allows EV charging stations to be installed incrementally based on demand. However, the timing of future demand and the corresponding installation of additional charging infrastructure remains uncertain and cannot be guaranteed at this time. Therefore, while the proposed Project would implement all feasible mitigation measures to reduce GHG emissions to the maximum extent practicable, GHG emissions impacts would remain significant and unavoidable.

Feasibility of Zero Emission Trucks

As of 2026, the use of zero-emission heavy-duty trucks in support of uses such as those proposed by the Project remains infeasible given the extremely limited commercial availability of zero-emission trucks, as well as infrastructure limitations, including limited truck-accessible charging/refueling stations and electrical grid capacity. While many heavy-duty truck manufacturers have released zero-emission battery electric and hydrogen-powered trucks, these vehicles have yet to reach large scale production, and their use remains extremely limited. Tesla first revealed the Tesla Semi in 2017, and an initial order for 100 trucks was placed by PepsiCo. However, the Tesla Semi did not enter production until 2022, and, as of April 2024, only 36 trucks have been delivered to PepsiCo, with additional orders placed by UPS, Walmart, Sysco, Schneider, and ASKO Norway remaining unfulfilled. Although the Tesla Semi was initially slated to begin production in 2019, with production expected to hit 50,000 units in 2024, battery production constraints have severely limited production, and it is uncertain at this time when these orders may be expected to be fulfilled (DiNapoli, J., 2024).

Facing delays with the Tesla Semi, several companies have turned to other vehicle manufacturers, including Daimler's eCascadia. However, with a significantly shorter range of approximately 230 miles compared to the 500-mile range of the Tesla Semi, the eCascadia's use case is significantly limited in comparison. As of late 2023, Schneider has taken delivery of 92 eCascadias (Doll, S. , 2023), representing 0.9% of the company's fleet of 10,600 tractors (Schneider, 2025).

The limited availability of zero-emission medium- and heavy-duty vehicles is borne out in CARB's Emission Factor (EMFAC) Model, as well as data published by HVIP. EMFAC model outputs provide detailed information as to the vehicle fleet in California, including fuel types for various vehicle classes and vehicle populations. Per EMFAC data, in 2024, battery electric trucks made up 0.01% of California's medium-duty truck fleet, and 0.21% of the heavy-duty truck fleet (CARB, 2025). Similarly, based on HVIP's Zero-Emission Vehicle Population Dashboard (California HVIP, 2025), as of October 2024, there are currently 226 medium-duty and 197 heavy-duty zero-emission vehicles within the South Coast Air AQMD's jurisdiction, which includes Orange, Riverside, and San Bernardino Counties, as well as much of Los Angeles County. In 2023, statewide deliveries totaled 183 medium-duty vehicles and 121 heavy-duty vehicles, while in 2024 there have been no medium-duty truck vehicle deliveries and 13 heavy-duty truck deliveries.

Further, the availability of truck accessible vehicle charging stations and hydrogen refueling stations in California and the United States as a whole severely limits the feasibility of zero-emission trucks. Although the California Energy Commission estimates that there are over 11,000 DC fast charging stations in California (CEC, 2025a), the vast majority of these are intended to accommodate light duty passenger vehicles and lack the accessibility for medium- and heavy-duty trucks. California's first publicly accessible DC fast charging station for medium- and heavy-duty trucks opened in March 2023 in Otay Mesa (Sempra, 2023). In addition, based on data provided by the U.S. Department of Energy Alternative Fuels Data Center, there are currently 12 publicly accessible DC fast charging stations with a total of 21 EV charging ports across the United States and Canada that are capable of accommodating heavy-duty (class 6-8) trucks (DOE, n.d.).

As of early 2024, medium- and heavy-duty truck DC fast charging depots are planned for three locations along Interstate 5 in the Central Valley as well as in Blythe (St. John, J., 2024), the lack of charging stations severely limits the useful range of battery electric trucks, effectively restricting their use to local routes only.

Adoption and implementation of hydrogen fuel cell trucks face similar challenges. Based on data provided by the California Energy Commission, there are currently 68 light-duty vehicle hydrogen refueling stations in California (CEC, 2025b). However, similar to DC fast chargers, these stations are intended for use by light duty passenger vehicles and would not be capable of accommodating medium- and heavy-duty trucks. According to the United States Department of Energy Alternative Fuels Data Center, there are five hydrogen refueling stations across the United States and Canada that are capable of accommodating heavy-duty (class 6-8) trucks (DOE, n.d.).

Although infrastructure improvements and the installation of medium- and heavy-duty truck capable DC fast chargers and hydrogen fueling stations are currently in progress, the current state of charging and refueling infrastructure severely limits the feasibility of ZEV trucks beyond local routes where charging or hydrogen refueling would not be necessary outside of the location where trucks would be domiciled.

Finally, based on the current state of the electrical grid and the increasing adoption of electric vehicles in California, significant investments in the grid will need to occur in the coming decades will be needed to keep pace. However, these upgrades will be spread out over a period of decades such that the costs of infrastructure upgrades in any given year may be kept reasonable. Additionally, technologies such as battery integrated DC fast chargers may be used to reduce strain on the grid and limit the need for expensive utility upgrades. At the local level, there is not sufficient grid capacity at this time to support electrification of a significant portion of the proposed Project's truck fleet.

IMPACT GHG-2: WOULD THE PROJECT CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES?

Significant and Unavoidable Impact. The Project would provide contemporary, energy-efficient/energy-conserving design features and operational procedures. The proposed Project would not interfere with the state's implementation of AB 1279's target of 85 percent below 1990 levels and carbon neutrality by 2045, as it does not impact the implementation of the GHG reduction measures outlined in CARB's Updated Scoping Plan (2022), as demonstrated below. CARB's 2022 Scoping Plan reflects the 2045 target of an 85 percent reduction below 1990 levels, set by Executive Order B-55-18 and codified by AB 1279. Additionally, the Project would be consistent with the following State policies adopted to reduce GHG emissions.

- **Pavley Emissions Standard** and Low Carbon Fuel Standard: The Pavley emissions standards (AB 1493) apply to all new passenger vehicles starting with the 2009 model year, and the Low Carbon Fuel Standard became effective in 2010, regulating the transportation fuel used. The second phase of implementing the Pavley regulations, as per AB 1493, is the Advanced Clean Car program, which combines the control of smog-causing pollutants and GHG emissions into a single, coordinated package of requirements for model years 2017 through 2025. The regulation will reduce GHGs from new cars by 34 percent from 2016 levels by 2025. The proposed Project is consistent with these requirements as they apply to all new passenger vehicles and vehicle fuel purchased in California.
- **Medium/Heavy-Duty Vehicle Regulations:** Medium/heavy-duty vehicle regulations are implemented by the State to reduce truck emissions. Since the proposed Project has a large truck component, these regulations would help reduce GHG emissions from the Project. The proposed Project is consistent with this measure and its implementation as medium and heavy-duty vehicles associated with construction and operation would be required to comply with the requirements of this regulation.

- **Tractor-Trailer GHG Regulation:** Tractor-trailers subject to this State regulation are primarily 53-foot or longer box-type trailers. They are required to either use USEPA SmartWay certified tractors and trailers or retrofit their existing fleet with SmartWay verified technologies. The proposed Project is consistent with this regulation, as it applies to specific trucks used throughout the State.
- **Energy Efficiency—Title 24/CALGreen:** The proposed Project is subject to the CALGreen Code Title 24 building energy efficiency requirements, which offer builders better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption, as listed in Section 5.7.2, Regulatory Setting. The city would verify compliance with the CALGreen standards during the building permitting process.
- **Renewable Portfolio Standard:** As a customer of Southern California Edison (SCE), the proposed Project would purchase from an increasing supply of renewable energy sources and more efficient baseload generations, which reduce GHG emissions and would be consistent with this requirement. Furthermore, the Project buildings would each feature a solar-ready roof, consistent with Title 24 requirements.
- **Million Solar Roofs Program:** The proposed Project is consistent with this scoping plan measure as the Project buildings would include solar-ready roofs.
- **Water Efficiency and Waste Diversion:** The proposed project's development and operation would be consistent with water conservation requirements (as included in Title 24) and the state's solid waste recycling and landfill diversion requirements.

It should be noted that the Project's consistency with the 2022 Scoping Plan also satisfies consistency with AB 32 since the 2022 Scoping Plan is based on the overall targets established by AB 32 and SB 32. Thus, the Project would be consistent with the State's requirements for GHG reductions. However, since the proposed Project would result in an exceedance of the aforementioned numeric GHG significance thresholds, the proposed Project has been conservatively determined to have the potential to conflict with an applicable GHG reduction plan.

In addition, as detailed in Table 5.7-3, the proposed Project would not conflict with the relevant General Plan goals and policies related to GHGs.

Table 5.7-3: Project Consistency with Hemet General Plan GHG Policies

General Plan Policy	Project Consistency
Land Use Element	
Policy LU 2.9 Sustainable Design. Require that new development be designed to minimize consumption of water, energy and other resources and provide long-term sustainable site and building design features.	**Consistent.** As discussed, in Section 5.5, Energy, the Project would not result in the inefficient, wasteful, and unnecessary consumption of energy or other resources. It would be consistent with local plans for efficiency and implement BMPs for sustainable design.
Community Services and Infrastructure	
Goal CSI-5 Facilitate the provision and maintenance of adequate systems to provide and conserve natural gas, electricity, and telecommunications systems.	**Consistent.** As discussed in Section 5.16, *Utilities and Service Systems*, the proposed Project would coordinate with the responsible utility agencies and would not require expanding existing facilities.
Policy CSI 5.3 Energy Services. Ensure the provision of reliable, quality energy services and promote energy conservation throughout the City.	**Consistent.** As discussed in Section *5.5, Energy*, the proposed Project would implement energy-efficient practices outlined in Part 6 of Title 24 of the California Code of Regulations, adopted by the city in Municipal Code Section 14-65.
Policy CSI 5.5 Energy Efficient Design. Encourage the efficient use of energy resources by residential, commercial, and industrial users by requiring project	**Consistent.** As discussed in Section *5.5, Energy*, the proposed Project would implement energy-efficient practices outlined in Part 6 of Title 24 of the California

General Plan Policy	Project Consistency
proposals to incorporate energy efficient products and techniques into their designs in accordance with adopted California Green Building Standards Code standards and other adopted development standards.	Code of Regulations, adopted by the city in Municipal Code Section 14-65.
Policy OS 2.4 Landscaping Guidelines. Require developers and residents to incorporate native drought-resistant vegetation and shade trees into landscape designs to conserve water, improve comfort, augment neighborhood aesthetics, reduce energy use from operation of buildings, and maximize carbon capture and storage.	**Consistent.** As discussed in Section. 3.0, Project Description and illustrated in Figure 3-12, *Conceptual Landscaping Plan*, the proposed Project would utilize drought tolerant landscaping to reduce water use.
Goal OS-5 Conserve and protect surface water, groundwater, and imported water resources.	**Consistent.** The proposed Project would be constructed according to Title 24 requirements of the 2022 California administrative code, and landscaping would be implemented throughout the Project site, including over the detention/infiltration basin. BMPs for stormwater management would also be implemented.
Goal OS-6 Conserve energy resources through the use of available technology and conservation practices.	**Consistent.** As discussed in Section *5.5, Energy*, the proposed Project would comply with all applicable CALGreen Building Code standards including the use of energy efficient appliances.
Policy OS 6.1 CALGreen Standards. Encourage the efficient use of energy resources by residential, commercial, and industrial users by requiring project proposals to incorporate energy-efficient products and techniques into their designs in accordance with adopted California Green Building Standards Code standards and other development standards.	**Consistent.** As discussed in Section *5.5, Energy*, the proposed Project would comply with all applicable CALGreen Building Code standards including the use of energy efficient appliances.
Policy OS 6.3 Federal, State, Utility Company Incentives. Encourage homeowners, business owners, and other energy users to use incentives offered by federal, state, and utility companies; to identify voluntary retrofit opportunities and funding options that increase building energy performance; and to reduce energy consumption.	**Consistent.** As discussed in Section *5.5, Energy*, the proposed Project would implement energy-efficient practices outlined in Part 6 of Title 24 of the California Code of Regulations, adopted by the city in Municipal Code Section 14-65.
Policy OS 6.7 Recycling. Promote the use of recycling and recycled materials in development projects and consumable products.	**Consistent.** As discussed in Section 5.16, *Utilities and Service Systems*, the proposed Project would comply with AB 341 and the California Green Building Standards code and recycle 75% of construction-related solid waste and 65% of operational solid waste.
Goal OS-7 Improve air quality and seek to reduce greenhouse gas emissions.	**Consistent.** As discussed in Section 5.2, *Air Quality*, the Project would result in less-than-significant impacts related to construction air quality emissions. In addition, the Project would result in GHG emissions exceeding thresholds. However, the Project would implement numerous measures, including Mitigation Measures GHG-1 through GHG-10, to reduce GHG emissions.
Policy OS 7.1 Development Design and Practices. Reduce the amount of air pollution emissions from mobile and stationary sources and enhance the South Coast Air Basin by using best management practices in development proposals and project implementation.	**Consistent.** As discussed in Section 5.2, *Air Quality*, the Project would result in less-than-significant impacts related to construction air quality emissions. In addition, the Project would result in GHG emissions exceeding thresholds. However, the Project would implement numerous measures, including Mitigation Measures GHG-1 through GHG-10, to reduce GHG emissions.

General Plan Policy	Project Consistency
Policy OS 7.8 Green Building Techniques. Encourage green building techniques that improve indoor air quality, energy efficiency and conservation in buildings, and utilization of renewable energy sources.	**Consistent.** As discussed in Section *5.5, Energy*, the proposed Project would comply with all applicable CALGreen Building Code standards including the use of energy efficient appliances.
Policy OS 7.9 Stationary Source Pollution. Continue to minimize stationary source pollution through the following: • Ensure that industrial and commercial land uses are meeting existing South Coast Air Quality Management air thresholds by adhering to established rules and regulations. • Encourage the use of new technology to neutralize harmful criteria pollutants from stationary sources. • Reduce exposure of the City's sensitive receptors to poor air quality nodes through smart land use decisions.	**Consistent.** As discussed in Section *5.2, Air Quality,* the proposed Project would comply with all existing SCAQMD air thresholds and would not expose sensitive receptors to high concentrations of pollutants.
Policy OS 8.7 Innovative Practices. Encourage the efforts of utility companies, water companies, private businesses, and other persons or organizations in their efforts to institute sustainable practices in their operations.	**Consistent.** The Project would incorporate various measures related to building design, landscaping, and energy systems to promote efficient energy use, pursuant to Title 24 CALGreen Code and Building Energy Efficiency Standards.

City of Hemet CAP

The City of Hemet CAP addresses GHG emissions reduction through 2020. Although the CAP does not include a target for 2030, the measures in the CAP will continue to provide reductions after the milestone year and help demonstrate continued progress toward achieving the Senate Bill 32 2030 target. The proposed Project would include EV parking spaces and bicycle parking spaces; therefore, the proposed Project would be consistent with the transportation measures from the CAP to reduce vehicle miles traveled. The proposed Project would also be consistent with the CAP goal of increasing water and energy efficiency in new buildings by complying with the latest California Building Code (Title 24), including the latest CALGreen Code standards. In addition, the proposed Project would include energy efficiency features such as the installation of enhanced insulation; solar ready structure design; electrical system design to accommodate for future renewable energy, PV systems, and battery storage; and installation of energy efficient lighting, heating, and ventilation systems, and appliances. In addition, the proposed Project would comply with local and state laws regarding solar energy. The proposed Project would also include efficient irrigation systems and drought tolerant landscaping. Construction of the proposed Project would include a diversion of construction waste from landfills to recycling consistent with current local and State standards and CAP goals to increase diversion and reduction of waste. As such, the proposed Project would be consistent with applicable CAP measures.

However, because the City's CAP has not been updated to reflect post-2020 targets, to provide a conservative analysis, the proposed Project would result in a significant impact related to potential conflict with the CAP as the City's CAP needs to be updated to address post-2020 GHG reduction targets. Further, the specific measures to determine consistency with the post-2020 GHG reduction targets are currently unknown. Finally, despite implementing Mitigation Measure GHG-1 through GHG-10, the proposed Project would have a significant and unavoidable impact from GHG emissions exceeding SCAQMD thresholds.

Overall, the proposed Project would conflict with an applicable plan, policy, or regulation of an agency adopted to reduce GHG emissions, as it would conflict with the City of Hemet CAP, and the impacts would be significant and unavoidable.

5.7.8 CUMULATIVE IMPACTS

GHG emission impacts are assessed in a cumulative context since no single project can cause a discernible change to climate. Global climate change impacts are the result of incremental contributions from natural processes and past and present human-related activities. Therefore, the area in which a proposed project in combination with other past, present, or future projects, could contribute to a significant cumulative global climate change impact would not be defined by a geographical boundary such as a project site or combination of sites, city, or air basin. GHG emissions have high atmospheric lifetimes and can travel across the globe over a period of 50 to 100 years or more. Although the emissions of GHGs cannot be defined by a geographic boundary and are effectively part of the global issue of climate change, CEQA establishes a boundary for the analysis of impacts at the state's borders. Thus, the geographic area for analysis of cumulative GHG emissions impacts is the state of California.

Executive Order S-3-05, Executive Order B-30-15, Executive Order B-55-18, AB 1279, AB 32, and SB 32 recognize that California is a source of substantial amounts of GHG emissions; acknowledge the significance of the cumulative impact of GHG emissions from sources throughout the state; and set performance standards for reduction of GHGs.

The analysis of GHG emission impacts under CEQA contained in this Draft EIR effectively constitutes an analysis of the Project's contribution to the cumulative impact of GHG emissions. CEQA Guidelines Section 15183.5(b) states that compliance with GHG-related plans can support a determination that a project's cumulative effect is not cumulatively considerable. As described previously, the estimated GHG emissions from the development and operation of the Project would exceed SCAQMD thresholds. Despite implementing Mitigation Measures GHG-1 through GHG-10, impacts would remain significant. Therefore, the Project would result in cumulatively considerable GHG impacts, and cumulative GHG impacts would be significant and unavoidable.

5.7.9 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

State

- Clean Car Standards – Pavley Assembly Bill 1493
- California Executive Order S-3-05
- Assembly Bill 32 (Global Warming Solutions Act of 2006)
- Senate Bill 375
- California Executive Order B-30-15
- Senate Bill 32
- California Green Building Standards Code (Code of Regulations, Title 24 Part 11)

Local

- City of Hemet Climate Action Plan

Plans, Programs, or Policies (PPPs)

PPP E-1: CALGreen Compliance. Listed previously in Section *5.5, Energy*.

5.7.10 PROJECT DESIGN FEATURES

PDF AQ-1. Listed previously in Section 5.2, *Air Quality*.

5.7.11 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impact GHG-1 and Impact GHG-2 would be potentially significant.

5.7.12 MITIGATION MEASURES

Mitigation Measure GHG-1: Prior to the issuance of each building permit, the Project Applicant shall provide the City of Hemet with sufficient evidence demonstrating all light bulbs and light features within the Project are Energy Star certified.

Mitigation Measure GHG-2: Prior to the issuance of each building permit, the Project Applicant shall provide the City of Hemet with sufficient evidence demonstrating the building will provide water efficient toilets (1.5 gallons per minute [gpm]).

Mitigation Measure GHG-3: Prior to the issuance of each building permit, the Project Applicant shall provide the City of Hemet with sufficient evidence demonstrating the building will provide waterless urinals).

Mitigation Measure GHG-4: Prior to the issuance of each building permit, the Project Applicant shall provide the City of Hemet with sufficient evidence demonstrating the building will provide water efficient faucets (1.28 gpm).

Mitigation Measure GHG-5: Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas of the warehouse portions of the Project that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five (5) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to the issuance of an occupancy permit, the City shall conduct a site inspection to ensure that the signs are in place.

Mitigation Measure GHG-6: Prior to issuance of a building permit, the Project Applicant shall provide the City with an onsite signage program that clearly identifies the required onsite circulation system. This shall be accomplished through posted signs and painting on driveways and internal roadways.

Mitigation Measure GHG-7: Prior to issuance of an occupancy permit, the City shall confirm that signs clearly identifying approved truck routes have been installed on Acacia Avenue.

Mitigation Measure GHG-8: Prior to issuance of an occupancy permit, the Project Applicant shall install a sign on the property with telephone, email, and regular mail contact information for a designated representative of the tenant who would receive complaints about excessive noise, dust, fumes, or odors. The sign shall also identify contact data for the City for perceived Code violations. The tenant's representative shall keep records of any complaints received and actions taken to communicate with the complainant and resolve the complaint. The tenant's representative shall endeavor to resolve complaints within 72 hours. Mitigation

Measure GHG-9: All on-site outdoor cargo-handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, forklifts, and other on-site equipment) shall be electric or non-diesel fueled. All onsite indoor forklifts shall be powered by electricity.

Mitigation Measure GHG-10: Prior to issuance of a Certificate of Occupancy for each building/occupancy providing for 250 or more employees, each owner/tenant shall develop a use/occupant-specific transportation demand management (TDM) program. The TDM program shall be submitted to the City Planning Division and City Building & Safety Division for review and approval as part of tenant improvements plan(s) documentation. Recommended California Air Pollution Control Officers Association (CAPCOA) TDM program elements are listed below:

- Provide pedestrian and bicycle network improvements within the development connecting to existing offsite facilities.
- Where applicable ensure design of key intersections and roadways encourage the use of walking, biking and where applicable transit.
- Commute trip reduction (CTR) programs, carpooling, public transit, and biking.
- Provide CTR program marketing including information sharing and marketing to promote and educate employees about their travel choices to the employment location.
- CTR programs may also provide for alternative work or compressed work schedules to reduce the number of days an employee commutes to work.
- Provision of on-site facilities to provide end of trip services for bicycling such as secure bike parking and storage lockers.
- Provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles.

5.7.13 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Despite the inclusion of Mitigation Measures GHG-1 through GHG-10, Impact GHG-1 and Impact GHG-2 would be significant and unavoidable.

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5.8 Hazards and Hazardous Materials

5.8.1 INTRODUCTION

This section examines the nature and scope of foreseeable hazardous materials, airport hazards, and physical hazards that could result from implementing the proposed Project. It identifies the ways in which hazardous materials, airport hazards, and other types of hazards could expose people and the environment to various health and safety risks during construction activities and operation of the proposed Project.

The impact analysis identifies ways hazardous materials might be routinely used, stored, handled, processed, or transported. It assesses the potential exposure of existing and future populations to hazardous materials. This analysis also addresses the potential safety hazards that the proposed Project may pose to the public or future on-site employees. The analysis in this section is based, in part, on the following documents and resources:

- *City of Hemet General Plan 2030*, adopted January 24, 2012
- *City of Hemet General Plan 2030 Environmental Impact Report*, certified January 2012
- City of Hemet Municipal Code
- *Phase I Environmental Site Assessment*, prepared by Partner Engineering and Science, Inc., November 2021, included as Appendix H

Hazardous Waste Terminology

According to ASTM International (formerly known as the American Society for Testing and Materials):

- A **recognized environmental condition (REC)** is defined as "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property."
- A **historical recognized environmental condition (HREC)** is defined as "a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls)."
- A **controlled recognized environmental condition (CREC)** is defined as "a recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls)"
- A **de minimis condition** is defined as "a condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be de minimis conditions are not recognized environmental conditions nor controlled recognized environmental conditions."

5.8.2 REGULATORY SETTING

5.8.2.1 Federal Regulations

Resource Conservation and Recovery Act of 1976

Federal hazardous waste regulations are generally promulgated under the Resource Conservation and Recovery Act (RCRA). Pursuant to the Resource Conservation and Recovery Act (RCRA), the United States Environmental Protection Agency (USEPA) regulates the generation, transportation, treatment, storage, and disposal of hazardous waste in a "cradle-to-grave" manner. RCRA was designed to protect human health and the environment, reduce/eliminate hazardous waste generation, and conserve energy and natural resources. The USEPA has largely delegated responsibility for implementing the RCRA program in California to the State, which implements this program through the California Hazardous Waste Control Law.

RCRA regulates landfill siting, design, operation, and closure (including identifying liner and capping requirements) for licensed landfills. In California, RCRA landfill requirements are delegated to the California Department of Resources Recycling and Recovery (CalRecycle).

Additionally, the federal Safe Drinking Water Act, 40 CFR Part 141, grants the USEPA the authority to establish water quality standards and beneficial uses for waters from both above-ground and below-ground sources of contamination. For the Project area, the Santa Ana Regional Water Quality Control Board (RWQCB) administers water quality standards.

RCRA also allows the USEPA to control risks to human health at contaminated sites. Vapor intrusion poses a significant risk to human populations residing over contaminated soil and groundwater, and it is considered when conducting human health risk assessments and developing Remedial Action Objectives.

Occupational Safety and Health Act of 1970

Federal and state occupational health and safety regulations also contain provisions regarding hazardous waste management through the Occupational Safety and Health Act of 1970 (amended), which is implemented by the United States Department of Labor Occupational Safety and Health Administration (OSHA). OSHA regulates the administration of Title 29 of the Code of Federal Regulations (29 CFR), which requires special training of handlers of hazardous materials, notification to employees who work in the vicinity of hazardous materials, acquisition from the manufacturer of material safety data sheets (MSDS), which describe the proper use of hazardous materials; and training of employees to remediate any hazardous material accidental releases.

OSHA also establishes standards regarding safe exposure limits for chemicals to which construction workers may be exposed. 29 CFR Part 1926.65 Appendix C, *Safety and Health Regulations for Construction*, contains occupational health and environmental control requirements for construction activities to protect worker health and safety. The guidelines describe the health and safety plan(s) that must be developed and implemented during construction, including associated training, protective equipment, evacuation plans, chains of command, and emergency response procedures.

Adherence to applicable hazard-specific OSHA standards is required to maintain worker safety. For example, methane is regulated by OSHA under 29 CFR Part 1910.146 concerning worker exposure to a "hazardous atmosphere" within confined spaces where the presence of flammable gas vapor or mist exceeds 10 percent of the lower explosive limit. Title 49 of the CFR governs the manufacture of packaging and transport containers, packing and repacking, labeling, and marking of hazardous material transport. Title 42, Part 82, governs solid waste disposal and resource recovery.

Hazardous Materials Transportation Act

The Hazardous Materials Transportation Act (HMTA) regulates the transportation of hazardous materials, administered by the Research and Special Programs Administration of the United States Department of Transportation (USDOT). The HMTA provides the USDOT with a broad mandate to regulate the transport of hazardous materials, to adequately protect the nation against risk to life and property, which is inherent in the commercial transportation of hazardous materials. The USDOT has regulations that govern the transportation of hazardous materials that apply to any person who transports, ships, causes to be transported or shipped, or is involved in any way with the manufacture or testing of hazardous materials packaging or containers. USDOT regulations pertaining to the actual movement govern every aspect of the movement, including packaging, handling, labeling, marking, placarding, operational standards, and highway routing. Additionally, the USDOT is responsible for developing a curriculum to train emergency responders and administers grants to states and Indian tribes to ensure the proper training of emergency responders. The HMTA was enacted in 1975 and was amended and reauthorized in 1990, 1994, and 2005.

Title 49, Code of Federal Regulations, Chapter I

Under CFR Title 49, Chapter I, USDOT's Pipeline and Hazardous Materials Safety Administration regulates the transport of hazardous materials. Title 49, Chapter I, sets forth regulations for responding to hazardous materials spills or incidents during transport and requirements for shipping and packaging hazardous materials.

Emergency Planning and Community Right-to-Know Act

Title III of the Superfund Amendments and Reauthorization Act (SARA) authorized the Emergency Planning and Community Right-to-Know Act (EPCRA) (42 USC § 11001 et seq.) to inform communities and citizens of chemical hazards in their areas by requiring businesses to report the locations and quantities of chemicals stored on-site to state and local agencies; releases to the environment of more than 600 designated toxic chemicals; off-site transfers of waste; and pollution prevention measures and activities and to participate in chemical recycling. The USEPA maintains and publishes an online, publicly available national database of toxic chemical releases and other waste management activities by specific industry groups and federal facilities, the Toxics Release Inventory. To implement EPCRA, each state appointed a state emergency response commission to coordinate planning and implementation activities associated with hazardous materials. The commissions divided their states into emergency planning districts and appointed a local emergency planning committee for each district. The federal EPCRA program is implemented and administered in California through the Governor's Office of Emergency Services (Cal OES), a State commission, six local committees, and 81 Certified Unified Program Agencies (CUPA). Cal OES coordinates and provides staff support for the State commission and the local committees.

Toxic Substances Control Act

The Toxic Substances Control Act (TSCA) of 1976 (15 USC § 2601 et seq.) granted the USEPA the authority to monitor the approximately 75,000 industrial chemicals produced or imported into the United States. The USEPA repeatedly screens these chemicals, can require reporting or testing of any that may pose an environmental or human health hazard, and can ban the manufacture and import of chemicals that pose an unreasonable risk. The USEPA tracks thousands of new chemicals each year with unknown or dangerous characteristics. This Act supplements other federal statutes, including the Clean Air Act and EPCRA.

Code of Federal Regulations Title 29, Section 1926

CFR Title 29, Section 1926, outlines safety and health regulations for construction activities, as established by the OSHA. These regulations protect construction workers by addressing hazards such as fall protection, scaffolding, excavation, electrical safety, and the operation of equipment.

United States Code of Federal Regulations Title 29, Section 1910.120

Title 29, Section 1910.120 of the CFR establishes the OSHA standards for hazardous waste operations and emergency response (HAZWOPER). This regulation applies to workers involved in hazardous waste cleanup, emergency response, and other activities that may expose them to hazardous substances. It includes requirements for site safety plans, training, personal protective equipment (PPE), and emergency procedures to minimize health and environmental risks associated with hazardous materials.

National Pollutant Discharge Elimination System (NPDES)

The NPDES, established under the Clean Water Act, regulates the discharge of pollutants into the waters of the United States to protect water quality. California has an approved state NPDES program. The United States Environmental Protection Agency (USEPA) has delegated authority for NPDES permitting to the State Water Resources Control Board (SWRCB), which has nine regional boards. The Santa Ana Regional Water Quality Control Board (RWQCB) regulates water quality in the Hemet area. Construction projects that disturb one acre or more of land are required to obtain coverage under the NPDES Construction General Permit, which includes the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP outlines measures to prevent hazardous materials, sediment, and other pollutants from contaminating stormwater runoff.

5.8.2.2 State Regulations

Hazardous Materials Management and Waste Handling

In regulating hazardous waste management, California law often mirrors or is more stringent than federal law. The California Environmental Protection Agency (CalEPA) and California Occupational Safety and Health Administration (CalOSHA) are the primary State agencies responsible for hazardous materials management. The California Emergency Management Agency (CalEMA) also administers the California Accidental Release Prevention (CalARP) program. The California Department of Toxic Substances Control (DTSC), which is a branch of CalEPA, regulates the generation, transportation, treatment, storage, and disposal of hazardous waste, as well as the investigation and remediation of hazardous waste sites. The California DTSC program incorporates the provisions of both federal (RCRA) and State hazardous waste laws. The California Department of Pesticide Regulation, a branch of CalEPA, regulates the sale, use, and cleanup of pesticides (California Code of Regulations [CCR], Title 3).

Excavated soil containing hazardous substances and hazardous building materials would be classified as a hazardous waste if they exhibit the characteristics of ignitability, corrosivity, reactivity, or toxicity (CCR, Title 22, Division 4.5, Chapter 11, Article 3). State and federal laws require detailed planning to ensure that hazardous materials are properly handled, used, stored, and disposed of. In the event that such materials are accidentally released, these laws also require measures to prevent or mitigate injury to health or the environment. These laws and regulations are overseen by a variety of State and local agencies. The California Integrated Waste Management Board and the RWQCB specifically address the management of hazardous materials and waste handling in their adopted regulations (CCR, Title 14 and CCR, Title 27).

A Certified Unified Program Agency (CUPA) is a primary local agency that has been certified by CalEPA for implementing federal and State laws and regulations related to hazardous materials management. The Unified Program consolidates six State environmental regulatory programs into one under the authority of the CUPA, within the local agency's jurisdiction. This program was established under the California Health and Safety Code amendments made by SB 1082 in 1994. The six consolidated programs are:

- Hazardous Materials Release Response Plan and Inventory (Business Plans);
- California Accidental Release Prevention (CalARP);
- Hazardous Waste (including Tiered Permitting);
- Underground Storage Tanks (USTs);
- Above Ground Storage Tanks (Spill Prevention Control and Countermeasures (SPCC) requirements); and
- Uniform Fire Code (UFC) Article 80 Hazardous Material Management Program (HMMP) and Hazardous Material Identification System (HMIS).

The CUPA for the Project area is the Riverside County Department of Environmental Health.

Hazardous Waste Control Act

The Hazardous Waste Control Act was passed in 1972, and the California Hazardous Waste Control Program was established within the Department of Health Services. California's hazardous waste regulatory effort became the model for the federal RCRA. California's program, however, was more comprehensive than the federal system, regulating wastes and activities not covered by the federal program. California's Hazardous Waste Control Law was followed by emergency regulations in 1973 that clarified and defined the hazardous waste program.

California Government Code Section 65962.5

Government Code Section 65962.5 (commonly referred to as the Cortese List) includes DTSC-listed hazardous waste facilities and sites, Department of Health Services (DHS) lists of contaminated drinking water wells, sites listed by the State Water Resources Control Board as having underground storage tank (UST) leaks and which have had a discharge of hazardous wastes or materials into the water or groundwater, and lists from local regulatory agencies of sites that have had a known migration of hazardous waste/material.

CCR Title 22 – Hazardous Waste Control Law, Chapter 6.5

Under California Code of Regulations (CCR) Title 22 Chapter 6.5, *Hazardous Waste Control Law*, the Department of Toxic Substances Control regulates the generation, transportation, treatment, storage, and disposal of hazardous waste under RCRA and the California Hazardous Waste Control Law. Both laws establish comprehensive "cradle-to-grave" regulatory systems for managing hazardous waste in a manner that protects human health and the environment. CalEPA has delegated some of its authority under the Hazardous Waste Control Law to county health departments and other CUPAs.

CCR Title 27 – Solid Waste

Title 27 of the CCR contains a waste classification system that applies to solid wastes that cannot be discharged directly or indirectly to the State's waters and must, therefore, be discharged to waste management sites for treatment, storage, or disposal. CalRecycle and its certified Local Enforcement Agency regulate the operation, inspection, permitting, and oversight of maintenance activities at active and closed solid waste management sites and operations.

California Human Health Screening Levels

The California Human Health Screening Levels (CHHSLs or "Chisels") are concentrations of 54 hazardous chemicals in soil or soil gas that CalEPA considers below thresholds of concern for risks to human health. The CHHSLs were developed by the Office of Environmental Health Hazard Assessment on behalf of CalEPA. The CHHSLs were developed using standard exposure assumptions and chemical toxicity values published by the EPA and CalEPA. The CHHSLs can be used to screen sites for potential human health concerns where releases of hazardous chemicals to soils have occurred. Under most circumstances, a chemical in soil, soil gas, or indoor air at concentrations below the corresponding CHHSL can be assumed not to pose a significant health risk to people who may live or work at the site. There are separate CHHSLs for residential and commercial/industrial sites.

CCR Title 8 – Occupational Safety

CalOSHA administers federal occupational safety requirements and additional State requirements per CCR, Title 8. CalOSHA requires the preparation of an Injury and Illness Prevention Program (IIPP), an employee safety program that includes inspections, procedures for correcting unsafe conditions, employee training, and occupational safety communication. The local CalOSHA enforcement unit administers this program via inspections.

CalOSHA regulates lead exposure during construction activities under CCR Title 8, Section 1532.1. This section outlines the rules and procedures for conducting demolition and construction activities to minimize or prevent worker exposure to lead contamination.

CCR Title 8, Section 1529, establishes requirements for the handling, removal, and disposal of asbestos-containing materials (ACM) to protect workers and the public from asbestos exposure. It outlines procedures for identifying ACM, implementing engineering controls, using personal protective equipment, and ensuring proper training and notification.

Compliance with CalOSHA regulations and associated programs would be required for the Project due to the potential hazards posed by on-site construction activities and contamination from former uses.

Emergency Response to Hazardous Materials Incidents

California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local government, as well as private agencies. The California Emergency Management Agency administers the plan and includes responses to hazardous materials incidents. The California Emergency Management Agency coordinates the response of other agencies, including CalEPA, California Highway Patrol, California Department of Fish and Wildlife, Regional Water Quality Control Boards, Regional Air Quality Management Districts, local Fire Departments, and local Environmental Health Departments.

California Emergency Services Act

The California Emergency Services Act (Government Code Section 8550 et seq.) was adopted to establish the State's roles and responsibilities during human-made or natural emergencies that result in conditions of disaster and/or extreme peril to life, property, or the state's resources. This act is intended to protect the health and safety of the state's people by preserving their lives and property.

5.8.2.3 Regional Regulations

AB 617, Community Air Protection Program

In response to Assembly Bill (AB) 617 (C. Garcia, Chapter 136, Statutes of 2017), the California Air Resources Board (CARB) has established the Community Air Protection Program. AB 617 requires local air districts to monitor and implement air pollution control strategies that reduce localized air pollution in communities with the greatest burdens. Air districts must host workshops to help identify disadvantaged communities disproportionately affected by poor air quality. Once the criteria for identifying the highest-priority locations have been established and the communities selected, new community monitoring systems will be installed to track and monitor community-specific air pollution goals. Under AB 617, CARB was required to prepare an air monitoring plan by October 1, 2018, to evaluate the availability and effectiveness of air monitoring technologies and existing community air monitoring networks. Under AB 617, CARB is also required to prepare a statewide strategy to reduce TACs and criteria pollutants in impacted communities, provide a statewide clearinghouse for the best available retrofit control technology (BARCT), adopt new rules requiring the latest BARCT for all criteria pollutants for which an area has not achieved attainment of California AAQS, and provide uniform statewide reporting of emissions inventories. Air districts must adopt a community emissions reduction program to achieve reductions for the air pollution-impacted communities identified by CARB.

5.8.2.4 Local Regulations

Hemet-Ryan Airport Land Use Compatibility Plan

The Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP) was prepared to guide future developments around the airport. The 2017 ALUCP delineates six land use compatibility zones surrounding the airport. It also contains noise standards and other pertinent standards for development within its compatibility zones. Under provisions of the California State Aeronautics Act (Public Utilities Code Section 21670 *et seq.*), the County of Riverside Airport Land Use Commission (ALUC) has the responsibility of overseeing and reviewing airport land use compatibility planning for development surrounding the Hemet-Ryan airport including safety, noise, overflight and airspace protection (Riverside County Airport Land Use Commission, 2017).

Riverside County Emergency Operations Plan

The County of Riverside Emergency Management Department is responsible for writing, reviewing, and updating of the Emergency Operations Plan (EOP). This EOP applies to the County of Riverside. The EOP outlines the planned response to extraordinary situations resulting from natural disasters and/or human-caused incidents. The plan focuses on coordinating mutual aid and provides an overview of the operational concepts related to various emergencies. It identifies the components of the emergency response and describes the overall responsibilities of the operational area in supporting stakeholders in protecting life and property. The current EOP, adopted by the County Board of Supervisors in 2019, specifies the roles and responsibilities of various County and other local agencies in each of the four phases of emergency management: preparedness and planning, response, recovery, and mitigation.

Riverside County implements the EOP, which serves as the foundation for response and recovery operations for the County. The plan establishes roles and responsibilities, assigns tasks, and specifies policies and general procedures. It includes critical elements of the Standardized Emergency Management System, the National Incident Management System, the Incident Command System, and the National Response Framework.

Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan

The City of Hemet is a "Submitting Jurisdiction" within the Riverside Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP). The LHMP includes a risk assessment covering wildfires, floods, earthquakes, nuclear incidents, civil unrest, and many other hazards. The Action Plan within the LHMP serves as a guide to spending priorities and will be adjusted annually. The LHMP is also updated annually.

City of Hemet Emergency Operations Plan

The City of Hemet has also developed and adopted a citywide EOP, which describes and addresses how the City will respond to large-scale emergencies and disasters within the community. In response to an emergency, the City uses the EOP to implement operational procedures and protocols that concentrate on public welfare. The plan is designed for extraordinary situations and is not intended for use in response to typical, day-to-day emergencies. The EOP sets forth the procedures associated with preparedness for, response to, recovery from, and mitigation various emergencies and is an extension of the State of California Emergency Plan. Hazards addressed in the plan include earthquakes, dam failure, flooding, severe thunderstorms, and wildfires, among others.

City of Hemet General Plan 2030

The City of Hemet 2012 General Plan contains the following policies related to hazards and hazardous materials that apply to the Project:

Public Safety Element

Goal PS-4 **Protect lives and property from the potential dangers associated with the use of Hemet-Ryan Airport while recognizing and maintaining its function as a part of Hemet's transportation system.**

Policy PS-4.1 **Land Use Compatibility.** Minimize the risk of potential hazards associated with aircraft operations at the Hemet-Ryan Airport through the implementation of the 2017 Hemet-Ryan Airport Land Use Compatibly Plan, and review of legislative land use changes and ordinances located within the Airport Influence Area by the Airport land Use Commission (ALUC).

Policy PS-4.2 **Airport Safety Zones.** Maintain adequate open space or compatible development adjoining the Hemet-Ryan Airport as required for safety as identified in the updated and adopted 2017 Hemet-Ryan Airport Land Use Compatibility Plan.

Policy PS 4.4 **Project Compatibility Review.** As part of the City's development review process, applications for the development of land located within the Hemet-Ryan Airport Influence Area shall be reviewed for compatibility with both the City of Hemet's General Plan and the adopted Hemet-Ryan Airport Land Use Compatibility Plan. Additionally, all development applications shall be reviewed to whether notice to the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) is required pursuant to Part 77 of the Federal Aviation Regulations. If such notice is required, no building permits shall be issued until the FAA OES has issued a "Determination of No Hazard to Air Navigation."

Policy PS 4.5 **Project Suitability Review.** Each development application shall be reviewed in light of the best and most current evidence regarding airport use, noise, potential risks, and safety practices, to ensure that each development is suitable for its proposed location.

Policy PS 4.8 **Project Operating Compatibility.** Development applications shall be subject to the following airport land use restrictions:

a. Any use that would direct a steady light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport, other than a navigational signal light or visual approach slope indicator approved by the Federal Aviation Administration, shall be prohibited.

b. Any use that would cause sunlight to be reflected toward an aircraft engaged in initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet- Ryan Airport shall be prohibited.

c. Any use that would generate smoke or vapor, that could attract large concentrations of birds, or that may otherwise affect safe air navigation within the area shall be prohibited.

d. Any use that would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation shall be prohibited.

e. Any proposed use within the City that is 200 feet or more in height shall be reviewed by the Airport Land Use Commission and the FAA in regard to airport safety and operational considerations.

Goal PS-5 **Protect lives and property from dangers associated with the storage, use, and transport of hazardous materials.**

Policy PS-5.1 **Enforce Regulations**. Implement and enforce regulations from federal and state authorities on the use, storage, disposal, and transportation of hazardous materials.

Policy PS 5.3 **Interagency Cooperation.** Continue to cooperate with state, county, and other local agencies in the coordination of hazardous material control, cleanup, disposal, and emergency response policies and operations.

Policy PS 5.4 **Multi-Jurisdictional Local Hazard Mitigation Plan.** Implement goals and objectives contained in the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan to reduce risks from natural and other hazards and to serve as a guide for decision makers as they commit resources to reducing the effect of natural and other hazards.

Policy PS 5.5 **Hazardous Material Locations.** Require that uses that treat hazardous wastes generated off-site and that may pose a significant risk to public health by using, storing, transporting, or disposing of hazardous materials and wastes be located in areas planned and zoned for industrial use and not in proximity to residential, school, or other sensitive land uses.

Policy PS 5.6 **Development Standards.** Ensure that new development sites have been sufficiently surveyed for contamination, particularly if near existing or former toxic or industrial sites; adequately remediated, if necessary, to meet all applicable laws and regulations; suitable for human occupation; and protected from known hazardous and toxic materials.

Goal PS-6 **Protect lives, property, and natural resources from the potentially disastrous effects of fire hazards.**

Policy PS 6.1 **Fire Protection Standards.** Adopt and enforce federal, state, and local construction and design standards regarding fire prevention and protection, particularly for high-occupancy, dependent-care, or essential facilities.

Policy PS 6.2 **Individual Fire Protection Systems.** Require all new commercial, industrial, institutional, multiple-family residential, and mixed-use developments to install fire protection systems and encourage the use of automatic sprinkler systems where not otherwise required by existing codes and ordinances.

Policy PS 6.5 **Wildland Fire Evaluation.** Require an evaluation of all new development that will be located in or adjacent to wildland areas to assess the development's vulnerability to fire and its potential as a source of fire.

Policy PS 6.7 **Wildland Fire Protection.** Implement brush clearing, fuel modification plans, and other fire prevention programs on open space lands and landscape buffers that balances reducing the possibility for the encroachment of wildland fires onto inhabited areas with maintaining accessibility for recreational purposes.

Policy PS 6.8 **Fire Hazard Mitigation.** Mitigate existing fire hazards related to urban development or patterns of urban development as they are identified and as resources permit.

Goal PS-12 **Minimize noise conflicts from transportation sources and airports.**

Policy PS 12.3 **Airport Noise.** Ensure that future development in the vicinity of Hemet-Ryan Airport is compatible with current and projected airport noise levels in accordance with the noise standards presented in Table 6.4.

Policy PS 12.4 **Airport Conflicts.** Review and respond to proposals involving new flight patterns, more intense flight operations over the planning area, or relocation or extension of runways at the Hemet-Ryan Airport, which would create the potential for noise conflicts with sensitive land uses.

Land Use Element

Program LU-P-35 **Airport Land Use Plan Compatibility.** All new development proposals located within the boundaries of the Airport Influence Zones shall undergo review to determine consistency with the Airport Land Use Plan and the CalTrans Division of Aeronautics Handbook. Legislative land use proposals (such as General Plan Amendments, Specific Plans and Amendments, Development Agreements, Zone Changes, Zoning Ordinance Amendments, etc.) will be forwarded to the Riverside County Airport Land Use Commission for review. Non-legislative proposals will require a Site Development Review to be approved by the Community Development Director, and may also be subject to Discretionary review by the ALUC per Table 2.5 of the Land Use Element. Uses subject to discretionary review will be required to prepare an Airport Compatibility Study to determine consistency and safety considerations. The Community Development Department shall prepare a project review checklist to determine ALUP consistency review and the required process at the time of the DRC (Development Review Committee) Meeting and present the findings to the applicant to insure early coordination with ALUC staff. All projects subject to CEQA review and located within the Airport Influence Area shall be transmitted to ALUC staff for review and comment.

City of Hemet Municipal Code

Chapter 14, Article VI. Hazardous Fault Zone Regulations. Article VI sets forth policies for the protection and safety of persons and property within the City in hazardous fault zones.

Chapter 14, Article IX. Fire Hazard Reduction. Article IX sets forth standards to reduce fire hazards in the City and ensure development proceeds in a fire safe environment.

Chapter 14, Article X. Stormwater Urban Runoff Management and Discharge Controls. Article X sets forth policies and conditions for the future health and safety of citizens of Hemet by protecting and enhancing water quality pursuant to the Clean Water Act.

Chapter 26, Civil Emergencies. Chapter 26 of the Hemet Municipal Code sets forth provisions and standards for the preparation of and carrying out of emergency plans for the protection of persons and property within the City in the event of an emergency.

Chapter 62, Article VI, Section 62-63, Hazardous Waste. Section 62-63 enforces the regulation of hazardous waste and prohibits the disposal of any type of hazardous waste into the environment.

5.8.3 ENVIRONMENTAL SETTING

5.8.3.1 Environmental Site Conditions

The Project site is currently undeveloped vacant land, partially graded, with a small gravel parking lot in the northeast corner that connects to a dirt access road along the eastern boundary. The site is characterized by moderate coverage of dry, non-native grasses and weeds, along with a stand of non-native trees in the northwest portion. Surrounding land uses include the following:

- **South:** Hemet-Ryan Airport and undeveloped land.
- **North:** Commercial centers, West Florida Avenue, and a mobile home park.
- **East:** Solar photovoltaic farm and vacant partially graded land.
- **West:** Lakes at Hemet West Mobile Home Park and RV storage.

The Phase I Environmental Site Assessment (ESA) prepared for the Project site (Appendix H) describes that the Project site was historically used for agricultural purposes from 1949 to 2006 and has since remained vacant, fallow agricultural land. The Phase I ESA did not identify any RECs, CRECs, or HRECs associated with the Project site. However, a potential environmental concern was identified due to the site's historical agricultural use. As a result, there is a possibility that chemicals such as pesticides, herbicides, and fertilizers may have been stored on the property.

As shown in Figure 3.6a of the City of Hemet Land Use Element, the Project site is within the boundaries of the Hemet-Ryan Airport Land Use Compatibility Plan Map. Specifically, the Project site is within the Runway Buffer Area Zone (Zone D) for the northern portion of the site, the Extended Approach/Departure Zone (Zone C) for the southeast portion of the site, and the Adjacent Runway Zone (Zone B-2) within the southwest portion of the site.

No gasoline service stations or dry cleaners are in the immediate vicinity (approximately 500 feet) of the Project site, and there are no off-site hazardous material sources of environmental concern surrounding it.

5.8.3.2 Other Environmental Conditions

According to the City of Hemet General Plan Safety Element and the Department of Conservation California Earthquake Hazards Zone Application ("EQ Zapp"), the Project site is not within:

- **Geologic:** Alquist Priolo earthquake fault zone; County-identified fault zone; rockfall/debris-flow hazard area, medium or high liquefaction area (has moderate liquefaction potential).
- **Fire:** high or very high fire hazard severity zone.

According to the Flood Insurance Rate Map (FIRM), published by the Federal Emergency Management Agency (FEMA) (06071C6475H), the Project site is primarily located in "Zone X," an area of minimal flood hazard. According to the Hydrology Report for the Project (Appendix I), the Project site is not located within an existing FEMA floodplain.

5.8.3.3 Airports

According to the Hemet-Ryan ALUCP, which guides land use decisions in areas that may affect airport operations, the northern portion of the Project is designated Runway Buffer Area Zone (Zone D), southeast portion under the Extended Approach/Departure Zone (Zone C), and a small portion of the site in the southwest corner is zoned Adjacent to Runway Zone (Zone B-2). Furthermore, The Project site is located within the 65 dBA CNEL airport noise impact zone, as illustrated in Figure 6.8 of the City's Public Safety Element (City of Hemet, 2012a).

5.8.3.4 Evacuation Routes

According to the Hemet General Plan Public Safety Element, the City has no designated evacuation routes. Still, it would follow appropriate protocols listed in the City's EOP and Riverside County LHMP as needed. Furthermore, in emergency evacuation, the principal responsibility would lie with the police department (City of Hemet, 2012a).

5.8.4 AREAS OF PUBLIC CONCERN

During the Notice of Preparation (NOP) and Initial Study public review period, comments were received from agencies, organizations, and members of the public regarding potential environmental effects associated with the proposed Project related to hazards and hazardous materials. The comments reflected concerns regarding the following topics:

- Concern regarding the potential displacement or influx of rodents, including rats, mice, and ground squirrels, into nearby residential communities during construction and operation of the Project.
- Concern regarding potential public health and vector-related impacts associated with rodents, including the potential for exposure to rodent-borne diseases and hantavirus pathogens.
- Concern regarding the potential disturbance of hazardous materials or agricultural-related chemicals in onsite soils due to the historical agricultural use of the Project site.
- Concern regarding the potential for contaminated dust or soil particulates generated during construction activities to affect nearby residential communities, including sensitive populations such as the elderly.

These comments were reviewed and considered during preparation of this Draft EIR. The issues raised by agencies, organizations, and members of the public are addressed through the analysis presented in this

section and informed by the relevant technical studies and supporting documentation prepared for the proposed Project.

Where applicable, the analysis in this section:

- Evaluates the potential for the Project to result in the environmental effects identified in public comments.
- Incorporates standard regulatory requirements, design features, and/or mitigation measures intended to reduce potential impacts, and
- Provides additional explanation regarding the basis for impact determinations in response to issues raised during the public review process.

It is important to note that while all comments received during the public review process were reviewed and considered, the determination of significance under CEQA is based on substantial evidence in the record, including technical studies, applicable thresholds of significance, and regulatory requirements. In certain instances, concerns raised during public review reflect issues that are broader policy considerations or site-specific preferences; however, this Draft EIR focuses on impacts to the physical environment as defined under CEQA Guidelines Section 15382.

5.8.5 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

HAZ-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

HAZ-2 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;

HAZ-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;

HAZ-4 Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment;

HAZ-5 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area;

HAZ-6 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;

HAZ-7 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or

HAZ-8 Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

5.8.6 METHODOLOGY

This evaluation of potential impacts related to hazards and hazardous materials assesses both direct effects on the resource and indirect effects within a local and regional context, consistent with CEQA guidelines. Potentially significant impacts would generally result in the loss or degradation of public health and safety

or conflict with local, State, or federal agency regulations. Information for this section was obtained, in part, from the Phase I ESA prepared for the proposed Project (Appendix H). The Phase I Environmental Site Assessment (ESA) is based on reviews of historical aerial photographs, historical topographic maps, Environmental Data Resources (EDR) database records, City directories, historical site occupants, historical site ownership records, site visits, and/or interviews with owners and tenants of the Project site.

5.8.7 ENVIRONMENTAL IMPACTS

IMPACT HAZ-1: WOULD THE PROJECT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE OR DISPOSAL OF HAZARDOUS MATERIALS?

Less than Significant Impact. The development and long-term operation of the proposed Project would require standard transport, use, and disposal of hazardous materials and wastes. A hazardous material is any material that, due to its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or the environment if released into the workplace or environment. Hazardous materials include but are not limited to hazardous substances, hazardous wastes, and any material that a business or the local implementing agency has a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment. Hazardous waste requires special handling and disposal due to their potential to harm public health and the environment.

Construction

Heavy construction equipment (e.g., dozers, excavators, tractors) would be used for the development of the Project. The equipment would be fueled and maintained using petroleum-based substances, such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous if improperly stored, handled, or transported. Other materials used—such as paints, adhesives, and solvents—could also result in accidental releases or spills that could pose risks to people and the environment. However, these risks are standard for all construction sites, and the proposed Project would not cause more significant risks than those that would occur on other similar construction sites.

Construction contractors must comply with federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous materials. Applicable laws and regulations include CCR, Title 8 Section 1529 (pertaining to ACM) and Section 1532.1 (pertaining to LBP); CFR, Title 40, Part 61, Subpart M (pertaining to ACM); CCR, Title 23, Chapter 16 (pertaining to USTs); CFR, Title 29, Hazardous Waste Control Act; CFR, Title 49, Chapter I; and Hazardous Materials Transportation Act requirements as imposed by the USDOT, CalOSHA, CalEPA, and DTSC. Additionally, construction activities would require the implementation of a Stormwater Pollution Prevention Plan (SWPPP), which is mandated by the National Pollution Discharge Elimination System General Construction Permit and enforced by the Santa Ana RWQCB and the City during the construction permitting and inspection process and is included as PPP HYD-1. The SWPPP would consist of strict on-site handling rules and BMPs to minimize potential adverse effects to workers, the public, and the environment during construction, including, but not limited to:

- Establishing a dedicated area for fuel storage and refueling activities that include secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

Mandatory compliance with applicable laws and regulations related to the routine transport, use, and disposal of hazardous materials during construction activities at the Project site would be ensured during Project permitting procedures. This would limit potentially significant hazards to construction workers, the public, and the environment, reducing potential impacts to a less-than-significant level.

Operation

The Project site would be developed with a new industrial warehouse facility consisting of four separate buildings, providing a total gross building area of 1,129,894 square feet (SF). One of the buildings would be used for definitive industrial warehousing uses. The other three buildings would be designated for speculative warehousing uses. Operation of the definitive and speculative industrial warehouse buildings would require the use and transport of various types and quantities of hazardous materials, including lubricants, solvents, cleaning agents, wastes, paints and related wastes, petroleum, wastewater, batteries, (lead acid, nickel cadmium, nickel, iron, carbonate), scrap metal, and used tires. However, these hazardous materials would be used, stored, and disposed of following applicable regulations and standards (such as CFR, Title 49, Chapter I; CCR, Title 8; CFR, Title 40, Part 263) that are enforced by the USEPA, USDOT, CalEPA, CalOSHA, DTSC, and County of Riverside Environmental Health Services.

Under California Health and Safety Code Section 25531 et seq., CalEPA requires businesses operating with a regulated substance exceeding a specified threshold quantity to register with a managing local agency, the CUPA. If the operations of future tenants of the proposed buildings require hazardous materials exceeding established thresholds, CUPA permits would be required. The Riverside County Department of Environmental Health requires businesses subject to any CUPA permits to file a Hazardous Materials Business Plan (HMBP). Additionally, businesses must train workers in the safe use, handling, and storage of hazardous materials. Businesses are also required to maintain equipment and supplies for containing and cleaning up spills of hazardous materials that can be safely contained and cleaned by on-site workers and to immediately notify emergency response agencies in the event of a hazardous materials release that cannot be safely contained and cleaned up by on-site personnel. In addition, the proposed Project would implement the City of Hemet General Plan goals and policies PS-4.4, PS-5, PS-5.1, PS-5.3, PS-5.4, PS-5.5, and PS-5.6. Compliance with existing laws, regulations, Riverside County Operational Area Multi-Jurisdictional LHMP, and General Plan Safety Element policies governing hazard and hazardous materials would result in less-than-significant impacts related the routine transport, use, and disposal of hazardous materials.

IMPACT HAZ-2: WOULD THE PROJECT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET OR ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?

Less than Significant Impact. As described previously, a Phase I ESA was completed for the Project site (Appendix H). The purpose of the Phase I ESA was to identify RECs, including HRECs and CRECs, that may exist at a property. The term "recognized environmental conditions" means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.

The Phase I ESA did not identify evidence of RECs related to the Project site or conditions of adjacent sites that could substantially affect the Project site, nor did it identify any HRECs or CRECs. However, the Phase I ESA did identify the following:

- Historical records indicate that the property and vicinity were historically utilized for agricultural purposes from 1949-2006. Based on previous uses of the Project site, there is potential for contaminated soils.

- Given the historical agricultural use of the Property, there is potential that agricultural-related chemicals, such as pesticides, herbicides, and fertilizers, may have been used and stored on-site.

The Phase I ESA determined that the historical use of the site only qualifies as a REC if residential development is proposed. However, since the proposed Project involves industrial development, the historical use of the property is not classified as a REC, and no further actions are necessary or recommended (Appendix H). The record searches also determined that although the site has a history of various uses, the Project site is not located on or near a site that is included on a list of hazardous materials sites pursuant to Government Code Section 65962.5 (Appendix H).

Construction

As described previously, construction of the proposed Project would involve the limited use and disposal of hazardous materials. Equipment that would be used in the construction of the proposed Project has the potential to release gas, oils, greases, solvents, and spills of paint and other finishing substances. However, the amount of hazardous materials on-site would be limited. Construction activities would be required to adhere to all applicable regulations regarding hazardous materials storage and handling, as well as to implement construction BMPs (through implementation of a required SWPPP implemented by City conditions of approval and included as PPP HYD-1) to prevent a hazardous materials release and to promptly contain and clean up any spills, which would minimize the potential for harmful exposures. With compliance with existing laws and regulations, which are mandated by the City through construction permits, the proposed Project's construction-related impacts would be less than significant.

Operation

As discussed in Impact HAZ-1 above, the tenants of the definitive and speculative industrial warehouse buildings may use, store, and dispose of various types and quantities of hazardous materials that would be required to comply with regulations and standards (such as CFR, Title 49, Chapter I; CCR, Title 8; CFR, Title 40, Part 263; San Bernardino County regulations; and City of Hemet regulations enforced by the USEPA, USDOT, CalEPA, CalOSHA, DTSC, and Riverside County Fire Department). The Riverside County Department of Environmental Health, as the CUPA, would require that future tenants prepare Business Emergency/Contingency Plans. These plans would provide information to emergency responders and the general public regarding hazardous materials and coordinate the reporting of releases and spill responses among businesses and local, State, and federal government authorities. Additionally, businesses must provide workers with training on the safe use, handling, and storage of hazardous materials. Businesses are also required to maintain equipment and supplies for containing and cleaning up spills of hazardous materials that can be safely contained and cleaned by on-site workers and to immediately notify emergency response agencies in the event of a hazardous materials release that cannot be safely contained and cleaned up by on-site personnel.

Moreover, the proposed Project would require a WQMP, included as PPP HYD-2. BMPs would be incorporated into the WQMP that would protect human health and the environment should any accidental spills or releases of hazardous materials occur during the operation of the Project, including on-site collection and treatment of potentially polluted runoff, as well as nonstructural maintenance implemented to prevent potentially hazardous spills or leaks of stored materials. In addition, the proposed Project would implement the City of Hemet General Plan policies PS-4.4, PS-5, PS-5.1, PS-5.3, PS-5.4, PS-5.5, and PS-5.6. Therefore, operations within the Project site would not result in a significant hazard to the public or the environment through reasonably foreseeable upset and accidents involving hazardous material. Impacts related to hazardous materials from operation would be less than significant.

IMPACT HAZ-3: WOULD THE PROJECT EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES OR WASTE WITHIN 0.25 MILE OF AN EXISTING OR PROPOSED SCHOOL?

Less than Significant Impact. No existing or proposed schools are within one-quarter mile of the proposed Project. Cawston Elementary School is the closest school to the Project site, located 1.2 miles to the south. As such, there would be no impacts on schools in the vicinity of the proposed Project.

Additionally, as described in the previous responses, the construction and operation of the proposed Project would involve using and disposing of a limited amount of hazardous materials which would be used in compliance with federal and State regulations, reducing the potential for accidental spills. Additionally, as detailed in Section 5.2, *Air Quality*, of this Draft EIR, the emissions generated from the construction and operation of the proposed Project would not impact sensitive receptors, including schools. Furthermore, permitting requirements for individual hazardous material handlers or emitters, including enforcement of Public Resources Code Section 21151.4, would require evaluation and notification where potential material handling and emission could occur near existing schools. In addition, the proposed Project would implement the City of Hemet General Plan policies PS-4.4, PS-5, PS-5.1, PS-5.3, PS-5.4, PS-5.5, and PS- 5.6.

Thus, the proposed Project would result in less than significant impacts related to hazardous emissions or handling of acutely hazardous materials, substances, or waste within one-quarter mile of school.

IMPACT HAZ-4: WOULD THE PROJECT BE LOCATED ON A SITE THAT IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?

Less than Significant Impact. As described previously, the Phase I ESA prepared for the Project site conducted a records search for listings of sites identified in federal, State, County, City, and tribal standard source environmental databases within an approximate minimum search radius of 1 mile from the Project site. The search was completed to determine if the Project site or any nearby properties were identified as having hazardous materials. The Phase I ESA record search determined that the Project site is not identified on a list of hazardous materials sites (Appendix H).

Two adjacent properties to the north of the Project site were identified on several databases within the specified search radius and have appeared on local, State, or federally published lists of sites compiled pursuant to Government Code Section 65962.5. These sites included a gas station and a manufacturing facility (see Table 5.8-1). However, the two listed sites within the specified search radius have received regulatory closure, are deemed to be at a sufficient distance, and/or are located hydrologically cross-gradient or down-gradient from the Project site. As a result, they are unlikely to impact the Project site and would not create a significant hazard to the public or the environment in relation (Appendix H). Therefore, impacts related to hazards from being located on or adjacent to a hazardous materials site from implementing the proposed Project would be less than significant.

Table 5.8-1: Hazardous Materials Sites Near Project Site

Property	Location in Relation to Project Site	Listed Database	Status	Significant?
1. Southland Station Eleven Store 17974 at 4291 East	Adjacent, north of site	LUST, CORTESE, CERS, RCRA-SQG, FINDS, ECHO, and	The site reported the release of gasoline in February 1992 during UST removal activities, with hydrocarbon soil contamination of up to 3,100 mg/kg total petroleum hydrocarbons (TPH), detected stockpiled soils. The site is not expected to	No

	Florida Avenue		Historic CORTESE	represent a significant environmental concern.	
2.	MHC Operating Limited Partnership at 4400 East Florida Avenue	Adjacent, north of site	RCRA NonGen/NRL	According to the records, the site is the Royal Holiday Mobile Home Park and is listed as a non-generator of RCRA classified hazardous. Given the property's residential nature and the lack of known releases or spills, this listing is not expected to represent a significant environmental concern.	No

IMPACT HAZ-5: WOULD THE PROJECT RESULT IN A SAFETY HAZARD OR EXCESSIVE NOISE FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, BE WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT?

Less than Significant Impact. The proposed Project is located within two miles of Hemet-Ryan Airport, approximately 700 feet from its southern boundary. As shown in Figure 3.6a of the City of Hemet Land Use Element, the Project site falls within the boundaries of the Hemet-Ryan ALUCP Map. Specifically, the northern portion of the site is within the Runway Buffer Area Zone (Zone D), the southeast portion is within the Extended Approach/Departure Zone (Zone C), and the southwest portion is within the Adjacent to Runway Zone (Zone B-2).

As such, the proposed Project must comply with GP LU-P-35, *Airport Land Use Plan Compatibility*, which mandates that all new developments within Airport Influence Zones undergo review for consistency with the Airport Land Use Plan. This program specifies that legislative land use proposals, including General Plan Amendments, Specific Plans, Development Agreements, and Zoning Ordinance Amendments, must be forwarded to the Riverside County ALUC for review. Consequently, the proposed Project must submit a Major Site Development Review to the ALUC for approval.

Additionally, development projects within the Hemet-Ryan Airport Influence Area must comply with the City's General Plan and the Hemet-Ryan ALUCP. According to Table 2.5 of the General Plan Land Use Element, the proposed industrial use is permitted within the Business Park (B-P) land use designation, consistent with Zones D, C, and B-2 of the Airport Influence Area. Therefore, the proposed Project aligns with the City's General Plan and the Hemet-Ryan ALUCP.

As described in Section 5.11, *Noise*, of this Draft EIR, aircraft flyovers may be audible on the Project site due to aircraft activity near the proposed Project. The Project site is within the 65 dBA CNEL airport noise impact zone, as shown in Figure 6.8 of the City's Public Safety Element. Levels up to 70 dBA CNEL are acceptable for this type of land use development. Thus, impacts related to hazardous noise conditions from operations near the Hemet-Ryan Airport would be less than significant.

As described in Section 5.2, *Air Quality*, the operation of the proposed Project would not generate substantial dust emissions. As described, dust emissions are regulated by SCAQMD requirements, and construction-related air quality emissions that could include steam, smoke, and dust emissions would be less-than-significant with the implementation of the standard SCAQMD Rules listed in Section 5.2, *Air Quality*. The proposed Project would comply with the ALUCP to ensure that construction and operational activities do not conflict with airport-related regulations or create hazards in the vicinity, thereby minimizing potential impacts associated with the airport environment.

The proposed Project would not result in hazards related to excessive glare, light, or dust, particularly concerning its proximity to the Hemet Ryan Airport. As outlined in Section 5.1, *Aesthetics*, of this Draft EIR,

light generated by the Project must comply with Development Code Section 90.1046, which requires it to be shielded and directed downward, away from adjoining properties and public rights-of-way. This measure reduces the potential for light interference with aviation operations. Additionally, the proposed Project would adhere to the landscaping standards specified in the City's Development Code to prevent light spillover onto adjacent properties and streetways, further avoiding any potential impacts on nearby airport operations. The proposed building materials are not highly reflective, minimizing glare risk that could affect nearby receptors and aircraft. Any residual glare would be further mitigated by landscaping, under the City's Development Code, to ensure safety and compatibility with the surrounding airport environment.

As detailed in Section 3.0, *Project Description*, the proposed Project includes solar panel roofs for all four buildings. As explained in Section 5.1, *Aesthetics*, of this Draft EIR, while the Project site is within the Hemet-Ryan ALUCP, a sensitive receptor area for glare, the proposed solar panels are designed to minimize glare. The panels would be installed on the roofs above nearby buildings, residences, and other receptors, angled away from these areas to ensure no glare impacts. Furthermore, as confirmed by the Riverside County Airport Land Use Commission (ALUC) via email correspondence, the proposed Project does not require a solar glare analysis or ALUC review before obtaining building permits, as it complies with the proposed zoning and the City of Hemet's General Plan land use designation (Jackie Vega, Urban Regional Planner II, Riverside County ALUC, personal communication, 2024). Thus, the Project would not pose a safety hazard concerning glare and proximity to the Hemet-Ryan Airport.

In conclusion, the proposed Project would comply with ALUC applicable rules and regulations pertaining to Hemet-Ryan Airport and airport safety. Additionally, the proposed Project is not located within the Hemet-Ryan Airport Safety Zone, the Airport Impact Zone, or the 70 CNEL noise contour, and it would not result in hazards related to excessive glare, light, or dust. Thus, the proposed Project would not introduce a safety hazard associated with airport operations for people residing, working, and visiting the Project site. Project-related hazard and noise impacts associated with Hemet-Ryan Airport operations would be less than significant. Therefore, the proposed Project would not result in a safety hazard for people working on the site, and the impacts of the proposed Project would be less than significant.

IMPACT HAZ-6: WOULD THE PROJECT IMPAIR IMPLEMENTATION OF, OR PHYSICALLY INTERFERE WITH, AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?

Less than Significant Impact. The County of Riverside Emergency Management Department oversees countywide emergency planning, mitigation, response, and recovery activities. The Riverside County EOP intends to provide the concept of operations and strategic activities for responding to any emergency incident that may impact the County. Emergency responses are coordinated through various offices within County government and aligned agencies. While the City of Hemet does not have designated evacuation routes, the City would take the appropriate protocols listed in the City's EOP and Riverside County LHMP as needed. Further, in case of emergency evacuation, the principal responsibility would lie with the police department (City of Hemet, 2012a).

Construction

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. During construction of the Project driveways and connections to existing infrastructure along West Acacia Avenue and Cawston Avenue North, the roadways would remain open to ensure adequate emergency access to the Project area and vicinity. Construction activities within the Project site that may temporarily restrict vehicular traffic would be required to implement adequate measures to facilitate the safe passage of persons and vehicles during required temporary road restrictions. Under Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), before any activity that would encroach into a right-

of-way, the area of encroachment must be safeguarded through the installation of safety devices to ensure that construction activities would not physically interfere with emergency access or evacuation. Compliance with Section 503 of the California Fire Code would be specified by the City's Building and Safety Division during the construction permitting process. Therefore, the proposed Project would not block any routes that could be used for evacuation or conflict with an emergency response plan, and impacts related to interference with an adopted emergency response or evacuation plan during construction activities would be less than significant.

Operation

The proposed Project would provide adequate emergency access to the site via four ingress and egress driveways from the existing West Acacia Avenue roadway and the Cawston Avenue buildout. As described in Section 5.14, *Transportation*, driveways would provide adequate and safe circulation to, from, and through the Project site. It would provide various routes for emergency responders to access the site and its surrounding areas. Development would comply with General Plan policies and Municipal Code standards, requiring design and construction specifications that allow for adequate emergency access to the site and ensure that roadway improvements meet public safety requirements. Furthermore, drivers are expected to comply with all State driving laws, roadway signage, and restrictions related to vehicle stopping and parking. The proposed Project would also include a 26-foot-wide fire access lane that would circulate throughout the Project site for emergency vehicle access. Access to and from the Project site for emergency vehicles would be reviewed and approved by the Riverside County Fire Department and the City as part of the Project approval process to ensure the proposed Project is compliant with all applicable codes and ordinances for emergency vehicle access pursuant to Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9) and as stated in the City of Hemet Municipal Code. In addition, the proposed Project would implement the City of Hemet General Plan policies PS-PS-6, PS-6.1, PS-6.2, PS-6.5, PS-6.7, and PS-6.8. Since the proposed Project would be required to comply with all applicable codes, as verified by the City, any potential impacts related to an emergency response or evacuation would be less than significant.

IMPACT HAZ-7: WOULD THE PROJECT 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?

Less than Significant Impact. The Project site is located within a developed area of the City of Hemet and features a range of land uses. The Project site is bounded by West Acacia Avenue, residential uses, an auto center, and a shopping center to the north; a trailer home park to the west; a solar farm and undeveloped land to the east; and vacant land, as well as the Hemet-Ryan Airport, to the south. According to the CAL FIRE Fire Hazard Severity Zone Map, the Project site is not within a State Responsibility Area (SRA) or any Fire Hazard Severity Zone (CAL FIRE, 2026). The proposed Project does not include the construction of any habitable structures. Implementation of the proposed Project would require adherence to the City's Land Development and Engineering Standards and the following sections of the City Municipal Code to reduce potential fire hazards: Chapter 14, *Buildings and Building Regulations*, Division 5 – California Electrical Code, Division 6 – California Mechanical Code, and Division 10 – California Fire Code, as well as City of Hemet General Plan policies including PS-6.1, PS-6.2, PS-6.5, PS-6.7, and PS-6.8 related to fire hazards. Applicable State and local standards include requirements such as fire-retardant features for new building construction, roadway design and fire access standards, and general building considerations to reduce the potential threat of fire hazards. Finally, the proposed Project would be required to comply with guidelines from the Hemet Fire Department related to fire prevention. It would be subject to review for compliance with these guidelines and standards during the plan check process by the City's Building and Safety Division. Since the proposed Project is not located within a Fire Hazard Severity Zone, is within a developed area,

and is required to comply with all applicable City codes as verified by the City during plan check and approval, the proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, and impacts would be less than significant

5.8.8 CUMULATIVE IMPACTS

The cumulative study area for hazardous materials and waste would be considered the City of Hemet. This cumulative impact analysis for hazards and hazardous materials considers the development of the proposed Project in conjunction with other development projects, including those identified in Table 5-1*, Cumulative Projects List*, in Section 5.0, *Environmental Impact Analysis*. None of the projects identified in Table 5-1 are proposed adjacent to the Project site. However, there are multiple cumulative projects within the Hemet area, in the general vicinity of the Project.

Cumulative development within the City of Hemet would have the potential to expose future area residents, employees, and visitors to chemical hazards through the transport, storage, or use of hazardous materials. The severity of potential hazards for individual projects would depend upon the location, type, and size of the development and the specific hazards associated with individual sites. All hazardous materials users transporters, and hazardous waste generators and disposers are subject to regulations that require proper transport, handling, use, storage, and disposal of such materials to ensure public safety. Thus, if hazardous materials are present on future project sites, appropriate remediation activities would be required pursuant to standard federal, State, and regional regulations. Compliance with the relevant federal, State, and local regulations, during the operation and construction throughout the Project site, as well as during the construction and operation of related projects, would ensure that cumulative impacts from hazardous materials would be less than significant.

5.8.9 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

Federal

- United States Code of Federal Regulations Title 42, Sections 6901 et seq.: Resource Conservation and Recovery Act
- United States Code of Federal Regulations Title 42, Sections 11001 et seq.: Emergency Planning & Community Right to Know Act
- United States Code of Federal Regulations Title 49, Parts 101 et seq.: Regulations implementing the Hazardous Materials Transportation Act (United States Code of Federal Regulations Title 49 Sections 5101 et seq.)
- United States Code of Federal Regulations Title 15, Sections 2601 et seq.: Toxic Substances Control Act
- United States Code of Federal Regulations Title 49, Chapter I
- United States Code of Federal Regulations Title 29, Section 1926.62
- United States Code of Federal Regulations Title 40, Part 761
- United States Code of Federal Regulations Title 29, Section 1910.120

State

- California Code of Regulations Title 22, Hazardous Waste Control Law
- California Code of Regulations Title 27, Solid Waste
- California Code of Regulations Title 8, Occupational Safety

- California Code of Regulations Title 27, Environmental Protection
- California Code of Regulations Title 8, Section 1532.1: Lead in Construction Standard

Local

- HMC, Chapter 14, Article VI, Hazardous Fault Zone Regulations
- HMC, Chapter 14, Article IX, Fire Hazard Reduction
- HMC, Chapter 14, Article X, Stormwater Urban Runoff Management and Discharge Controls
- HMC, Chapter 26, Civil Emergencies
- HMC, Chapter 62, Article VI, Section 62-63, Hazardous Waste

Plans, Programs, or Policies (PPPs)

The following Plans, Programs, and Policies (PPP) related to hazards and hazardous materials are incorporated into the Project and would reduce impacts related to hazards and hazardous materials. As appropriate, these actions will be included in the Project's approved Grading Permit, Building Permit, and/or Certificate of Occupancy.

PPP HYD-1: NPDES/SWPPP. As listed previously in Section 5.6, *Geology and Soils*.

PPP HYD-2: Santa Ana RWQCB MS4 Permit. As listed previously in Section 5.6, *Geology and Soils*.

5.8.10 PROJECT DESIGN FEATURES

None.

5.8.11 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts HAZ-1 through HAZ-7 would be less than significant upon implementation of regulatory requirements.

5.8.12 MITIGATION MEASURES

No mitigation measures are required.

5.8.13 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Through compliance with existing regulatory programs, potential hazards and hazardous materials impacts would be less than significant, and no mitigation measures are required. Therefore, no significant and unavoidable adverse impacts related to hazards and hazardous materials would occur.

5.8.14 REFERENCES

CAL FIRE. (2026). *Fire Hazard Severity Zones in State Responsibility Area* [map]. Retrieved from https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones.

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Partner Engineering and Science, Inc. (2021). *Phase I Environmental Site Assessment*. **(Appendix H)**

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5.9 Hydrology and Water Quality

5.9.1 INTRODUCTION

This section describes the environmental and regulatory settings and identifies the potential impacts of implementing the proposed Project on hydrology and water quality resources. The analysis in this section is based, in part, on the following documents and resources:

- *City of Hemet General Plan 2030*, adopted January 2012
- *City of Hemet General Plan 2030 Environmental Impact Report*, certified January 2012
- City of *Hemet Municipal Code*
- *Preliminary Hydrology Report*, prepared by Legacy CivilWorks Engineering Inc., November 22, 2024, included as Appendix I
- *Preliminary Water Quality Management Plan*, prepared by David Evans and Associates, Inc., September 13, 2024, included as Appendix J

5.9.2 REGULATORY SETTING

5.9.2.1 Federal Regulations

Clean Water Act

The Clean Water Act (CWA) established the basic framework for regulating discharges of pollutants into "waters of the United States." The Act specifies various regulatory and non-regulatory tools to sharply reduce direct pollutant discharges into waterways , finance municipal wastewater treatment facilities, and manage polluted runoff. Key components of the Clean Water Act that are relevant to the proposed Project are:

- Sections 303 and 304 provide water quality standards, criteria, and guidelines. Section 303(d) requires the state to develop lists of water bodies that do not attain water quality objectives (are impaired) after implementation of required levels of treatment by point source dischargers (municipalities and industries). Section 303(d) also requires the state to develop Total Maximum Daily Loads (TMDLs) for each listed pollutant. The TMDL is the amount of pollutant loading that the water body can receive and still remain in compliance with water quality objectives. Following the implementation of the TMDL, it is anticipated that the contamination that led to the 303(d) listing would be remediated. Preparation and management of the Section 303(d) list in California is administered by the Regional Water Quality Control Boards (RWQCBs).
- Section 401 requires activities that may result in a discharge to a federal water body to obtain a water quality certification to ensure that the proposed activity would comply with applicable water quality standards.
- Section 402 regulates point and nonpoint source discharges to surface waters through the National Pollutant Discharge Elimination System (NPDES) program. In California, the State Water Resources Control Board (SWRCB) oversees the NPDES program, administered by the local RWQCBs. The NPDES program provides both general permits (those that cover several similar or related activities) and individual permits.

National Pollutant Discharge Elimination System

The NPDES permit program under the CWA controls water pollution by regulating point- and nonpoint sources that discharge pollutants into "waters of the U.S." California has an approved state NPDES program. The USEPA has delegated authority for NPDES permitting to the SWRCB, which has nine regional boards. The Santa Ana Regional Water Quality Control Board (RWQCB) regulates water quality in the Bloomington area. Discharge of stormwater runoff from construction areas of one acre or more requires either an individual permit issued by the RWQCB or coverage under the statewide Construction General Stormwater Permit for stormwater discharges as discussed below. Specific industries and public facilities, including wastewater treatment plants that have direct stormwater discharges to navigable waters, are also required to obtain either an individual permit or coverage under the statewide General Industrial Stormwater Permit.

5.9.2.2 State Regulations

Porter-Cologne Act

The Porter-Cologne Water Quality Control Act of 1969, codified as Division 7 of the California Water Code, authorizes the State Water Resources Control Board (SWRCB) to provide comprehensive protection for California's waters through water allocation and water quality protection. The SWRCB implements the requirements of the CWA and establishes water quality standards that must be set for certain waters by adopting water quality control plans under the Porter-Cologne Act. The Porter-Cologne Act establishes the responsibilities and authorities of the nine Regional Water Quality Control Boards (RWQCB), including preparing water quality plans for areas in the region and identifying water quality objectives and waste discharge requirements (WDRs). Water quality objectives are defined as limits or levels of water quality constituents and characteristics established to reasonably protect beneficial uses or prevent nuisance. Beneficial uses consist of all the various ways water can be used for the benefit of people and/or wildlife.

The City of Hemet is in the Santa Ana River Basin, Region 8, in the East Etiwanda Creek-Santa Ana River sub-watershed. The Water Quality Control Plan for this region was adopted in 1995. This Basin Plan directs the beneficial uses of the state waters within Region 8, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the established standards.

California Anti-Degradation Policy

The State's Anti-Degradation Policy is a key policy of California's water quality program. This policy, formally known as the Statement of Policy with Respect to Maintaining High Quality Waters in California (SWRCB Resolution No. 68-16), restricts the degradation of surface and groundwater. In particular, this policy protects water bodies where the existing quality is higher than necessary for the protection of beneficial uses. Under the Anti-Degradation Policy, any actions that can adversely affect water quality in all surface and ground waters must (1) be consistent with maximum benefit to the people of the state; (2) not unreasonably affect present and anticipated beneficial use of the water; and (3) not result in water quality less than that prescribed in water quality plans and policies (i.e., will not result in exceedances of water quality objectives).

California Construction General Permit

The State of California adopted a Statewide NPDES Permit for General Construction Activity (Construction General Permit) on September 2, 2009 (Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ, 2012-0006-DWQ, and 2022-0057-DWQ). The latest Construction General Permit amendment became effective on September 1, 2023, and is currently being updated. The Construction General Permit regulates

the management of stormwater at construction sites. Dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres are required to obtain coverage under the general permit for discharges of stormwater associated with construction activity. Construction activity subject to this permit includes clearing, grading, and ground disturbances, such as stockpiling or excavation. Still, it does not include regular maintenance activities performed to restore the facility's original line, grade, or capacity.

To obtain coverage under this permit, project operators must electronically file Permit Registration Documents, which include a Notice of Intent (NOI), a Stormwater Pollution Prevention Plan (SWPPP), and other compliance-related documents, including a risk-level assessment for construction sites, an active stormwater effluent monitoring and reporting program during construction, rain event action plans, and numeric action levels (NALs) for pH and turbidity, as well as requirements for qualified professionals to prepare and implement the plan.

The Construction General Permit requires project applicants to file a Notice of Intent with the SWRCB to discharge stormwater and to prepare and implement a SWPPP for projects that will result in more than 1 acre of soil disturbance. The SWPPP would include a site map, description of stormwater discharge activities, and best management practices (BMPs) taken from the menu of BMPs outlined in the California Stormwater Quality Association BMP Handbook that will be employed to prevent water pollution. It must describe BMPs that will be used to control soil erosion and the discharge of other construction-related pollutants (e.g., petroleum products, solvents, paints, and cement) that could contaminate nearby water bodies. It must demonstrate compliance with local and regional erosion and sediment control standards, identify responsible parties, provide a detailed construction timeline, and implement a BMP monitoring and maintenance schedule. The Construction General Permit requires the SWPPP to identify BMPs that will be implemented to control potential chemical contaminants from impacting water quality. Types of BMPs include erosion control (e.g., preservation of vegetation), sediment control (e.g., fiber rolls), non-stormwater management (e.g., water conservation), and waste management. The SWPPP also includes descriptions of BMPs to reduce pollutants in stormwater discharges after all construction phases have been completed at the site (post-construction BMPs).

California Water Resources Control Board Low Impact Development Policy

The SWRCB adopted the Low Impact Development (LID) Policy, which, at its core, promotes “sustainability” as a key parameter to be prioritized during the design and planning process for future development. The SWRCB has directed its staff to consider sustainability in all future policies, guidelines, and regulatory actions. LID is a proven approach to managing stormwater. The RWQCBs are advancing LID in California in various ways, including provisions for LID requirements in renewed NPDES Phase I Municipal Separate Storm Sewer System (MS4) permit.

Sustainable Groundwater Management Act (SGMA)

The Sustainable Groundwater Management Act (SGMA) is a key piece of legislation governing California's groundwater resources. SGMA was passed in 2014 to ensure that groundwater is managed sustainably in the long term, to prevent over-extraction, and to address issues such as land subsidence and deterioration of water quality. SGMA applies to all groundwater basins in California and sets requirements for local agencies to develop and implement Groundwater Sustainability Plans (GSPs).

SGMA aims to bring California's groundwater basins into balanced, sustainable management. Under SGMA, the California Department of Water Resources (DWR) has categorized groundwater basins as critically over-drafted, high-priority, or medium-priority. Groundwater sustainability agencies (GSAs) are responsible for developing and implementing Groundwater Sustainability Plans (GSPs) for their respective basins. These

plans must include measurable objectives for groundwater sustainability, monitoring programs, and specific actions to address undesirable results like water quality degradation, land subsidence, and surface water depletion.

5.9.2.3 Regional/Local Regulations

Santa Ana Regional Water Quality Control Board Water Quality Control Plan (Basin Plan)

The City of Hemet is within the jurisdiction of the Santa Ana RWQCB. The RWQCB sets water quality standards for all ground and surface waters within its region by implementing a Water Quality Control Plan (Basin Plan). The Basin Plan describes existing water quality conditions and establishes water quality goals and policies. The Basin Plan is the basis for the Regional Board's regulatory programs. To this end, the Basin Plan establishes water quality standards for all the ground and surface waters of the region. The term "water quality standards," as used in the federal Clean Water Act, includes both the beneficial uses of specific water bodies and the levels of quality that must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions necessary to achieve and maintain target water quality standards. The Santa Ana Basin Plan has been in effect since 1995, with updates in 2008, 2011, 2016, and 2019, aiming to protect public health and welfare while maintaining or enhancing water quality and the potential beneficial uses of the water.

Municipal Regional Stormwater NPDES Permit

Within the Riverside County area of the Santa Ana River Basin, management and control of the municipal separate storm sewer system (MS4) are shared by several co-permittee agencies, including the Riverside County Flood Control District, the County of Riverside, and various incorporated cities within Riverside County's Santa Ana Region. The City of Hemet Department of Public Works is the local enforcing agency of the MS4 NPDES Permit.

On January 29, 2010, the Santa Ana RWQCB issued an area-wide MS4 permit to the County of Riverside and multiple municipalities in Riverside County, including the City of Hemet. The MS4 permit, Order No. R8-2010-0036, NPDES Permit No. CAS 618033, sets forth waste discharge requirements for stormwater entering municipal storm drainage systems.

City of Hemet Stormwater Program

The City of Hemet Water Quality Ordinance (Municipal Code Section 14-471) requires the development of a Water Quality Management Plan (WQMP) that meets California state requirements, utilizing criteria established by the Riverside County Flood Control District. The Technical Guidance Document for Water Quality Management Plans (WQMPs) for the Santa Ana Region of San Bernardino County is the guidance document for the project's stormwater design compliance with Santa Ana RWQCB requirements for Priority Projects or Transportation Projects. The MS4 permit requires that a preliminary project-specific WQMP be prepared for review early in the project development process and that a final WQMP be submitted before the start of construction. A project-specific WQMP is required to address the following:

- Develop site design measures using Low Impact Development (LID) principles;
- Evaluate the feasibility of on-site LID Best Management Practices (BMPs);
- Maximum hydrologic source control, infiltration, and biotreatment BMPs;
- Select applicable source control BMPs; and
- Address post-construction BMP maintenance requirements.

City of Hemet General Plan 2030

The City of Hemet General Plan contains the following policies related to hydrology and water quality that are applicable to the Project:

Community Services and Infrastructure Element

Goal CSI-1 **Coordinate new development and redevelopment with the provision of adequate infrastructure for water, sewer, stormwater, energy, and communications.**

Policy CSI-1.1 **Infrastructure Availability.** Encourage future development to occur in areas where infrastructure for water, sewer, and stormwater can most efficiently be provided.

Policy CSI-1.2 **Infrastructure Adequacy.** Ensure that new development and redevelopment provides infrastructure for water, sewer, and stormwater that adequately serves the proposed uses and that has been coordinated with affected infrastructure providers.

Policy CSI-1.3 **Provider Notification.** Provide development information to local water districts, Riverside County Flood Control and Water Conservation District, and energy utilities to assist in their planning efforts to ensure adequate infrastructure is available for anticipated development.

Policy CSI-1.4 **Fee Structures.** Ensure that fee structures are sufficient for new development and redevelopment to pay their fair share of the cost of infrastructure improvements and public facilities.

Policy CSI-1.5 **Financing Mechanisms.** Encourage the use of specific plans, development agreements, community facilities districts, or other mechanisms that specify and regulate the nature, timing, cost, and financing of water, wastewater, and/or storm drainage improvements and services.

Goal CSI-2 **Maintain a water delivery system that is capable of meeting the daily and peak demands of Hemet residents and businesses in an efficient and environmentally sound manner.**

Policy CSI-2.1 **Agency Coordination.** Coordinate with the Eastern Municipal Water District and Lake Hemet Municipal Water District to meet the projected water demand and to ensure reduction of existing and projected water supply impacts.

Policy CSI-2.2 **Water Supply Assessments.** Require evidence of adequate water supply, or a water supply assessment when appropriate pursuant to state law, to support proposed development.

Policy CSI-2.3 **Performance Standards.** Developments shall be required to install water facilities sufficient to meet performance standards established by the water agency serving the project. All facilities must be operational prior to issuance of building permits.

Policy CSI-2.4 **Recycled Water Use.** Support water districts' efforts to promote the use of recycled water where infrastructure is available and to expand infrastructure where it does not currently exist.

Policy CSI-2.8 **Best Management Practice Features/Equipment.** Require installation of best management practice features for water for all new development and for applicable rehabilitation.

Policy CSI-2.9 **Location of Water Lines.** As part of discretionary project approvals and building permit reviews, require that all future water lines be located within street or alley rights-of-way.

Goal CSI-3 **Ensure the provision of a wastewater collection, treatment, and disposal system capable of meeting the daily and peak demands of Hemet residents and businesses in an efficient and environmentally sound manner.**

Policy CSI-3.1 **Performance Standards.** New development shall install sufficient sewer facilities needed to meet performance standards established by the site's wastewater collection agency.

Policy CSI-3.2 **Location of Sewer and Gray Water Lines.** Require that all future sewer and gray water lines be located within street or alley rights-of-way.

Policy CSI-3.3 **Industrial Discharge.** Work with the water districts to encourage the provision of brine disposal pipelines and any other new technologies that benefit the expansion of the City's industrial job base.

Policy CSI-3.4 **Sanitary Sewers.** Promote the extension of sanitary sewers to serve all new and existing land uses and densities, as feasible, to protect groundwater quality. Require new development, and existing development where feasible, to connect to the sanitary sewer system. Exceptions may be considered for properties with a minimum lot size of ½ acre and that are located more than 660 feet from a sewer line.

Goal CSI-4 **Maintain adequate stormwater management and drainage systems to help protect against flood hazards, recharge the aquifer, and preserve groundwater quality.**

Policy CSI-4.1 **Sufficient Service.** Ensure sufficient levels of stormwater drainage are provided to protect the community from flood hazards and to minimize the discharge of materials into the storm drain system that are toxic or that would obstruct flows.

Policy CSI-4.2 **100-Year Storm Flows.** Provide public storm drainage facilities to adequately accommodate expected 100-year flood flows. Ensure that roadways remain passable for at least one lane in each direction. Coordinate with the Riverside County Flood Control District regarding the preference and requirements for District maintenance of regional and master planned drainage facilities.

Policy CSI-4.3 **Pollutant Discharge.** Prevent pollutant discharge int storm drain systems and natural drainages and aquifers by cooperating in regional programs with stakeholders and the Regional Water Quality Control Board to implement the National Pollutant Discharge Elimination System program, Storm Water Pollution Prevention Plans, Water Quality Master Plans, , comply with the requirements of the Lake Elsinore Canyon Lake TMDL to reduce nitrogen and phosphorous in the San Jacinto River Watershed, and provide education on best management practices for the public and the development community.

Policy CSI-4.4 **Groundwater Recharge.** Require development projects to minimize stormwater runoff and provide on-site opportunities for groundwater recharge that are integrated into the project design and amenities, and utilizing Low Impact Development techniques.

Policy CSI-4.5 **Drainage System Mitigation.** In accordance with the City's performance standards for drainage facilities mandated by Measure C, require any significant impacts on local and regional storm drain systems associated with proposed development or redevelopment to be mitigated including the preparation of downstream drainage mitigation plans when appropriate to the scale and location of the project.

Policy CSI-4.6 **Aesthetic Design.** Require use of landscaped swales and detention areas that provide percolation to the greatest extent possible using best management practices in order to

promote sensitive and aesthetic design solutions for retaining on-site the incremental increases in runoff from a development site.

Policy CSI-4.7 **Bioswales Discourage.** lined channels and encourage "soft bottom" channels that provide slower water runoff, first flush capabilities, groundwater recharge potential, and streambed vegetation.

Policy CSI-4.8 **Street Storm Drains.** Require that the design and upgrade of street storm drains be based on the relative risk to public health and safety, the potential for hindrance of emergency access and egress from excessive flood depth, the threat of contamination of the storm drain system with sewage effluent, in the most environmentally-sensitive manner that is feasible.

Policy CSI-4.10 **Low Impact Development.** Limit disruption of natural hydrology by reducing impervious cover, increasing on-site infiltration, and managing stormwater runoff at the source. Use the following principles in development design:

1. On undeveloped sites proposed for development, promote on-site stormwater infiltration through design techniques such as pervious paving, draining runoff into bioswales or properly designed landscaped areas, preservation of natural soils and vegetation, and limiting impervious surfaces;
2. On previously developed sites proposed for major alteration, provide stormwater management improvements to restore natural infiltration to the extent practicable;
3. Provide flexibility for design standards on impervious surfaces when it can be shown that such reductions will not have a negative impact and will provide the benefits of stormwater retention, groundwater infiltration, reduction of heat islands, enhancement of habitat and biodiversity, and other environmental benefits.
4. Encourage and promote the use of new materials, Best Management Practices, and technology for improved stormwater management, such as pervious paving, green roofs, rain gardens, and vegetated swales.
5. Integrate detention and retention basins into the landscape design of development sites using methods such as a network of small ephemeral swales treated with attractive planting.
6. Discourage the use of mounded turf and lawn areas that drain onto adjacent sidewalks and parking lots; replace these areas with landscape designs that retain runoff and allow infiltration.

City of Hemet Municipal Code

Section 14-471, Article X (Stormwater/Urban Runoff Management and Discharge Controls): This section of the City of Hemet Municipal Code requires the City to comply with the requirements of the County of Riverside NPDES permit program. The City requires all development activities covered under the City's NPDES permit to prepare and implement a Storm Water Quality Management Plan (SWQMP), which includes plans for post-construction structural BMPs and source and treatment control BMPs to infiltrate and/or adequately treat the projected stormwater and urban runoff from the proposed development.

Section 14-491, Article X (Reduction of Pollutants in Stormwater): This section of the City of Hemet Municipal Code protects the quality of stormwater runoff and prevents pollution. The City prohibits the discharge of pollutants into the City's storm drain system. Also, it requires any person or business engaged in activities that could result in pollutants entering stormwater to implement best management practices (BMPs) to prevent or reduce the discharge of pollutants. BMPs are techniques or practices designed to reduce or eliminate the discharge of pollutants from a source. Construction sites are required to comply with the provisions of this code and other City ordinances related to erosion and sediment control. This includes

implementing BMPs to prevent the discharge of sediment and other pollutants from the construction site. New development and redevelopment projects are required to control stormwater runoff to prevent any deterioration of water quality. This includes implementing BMPs comprised of green infrastructure and low-impact development (LID) techniques designed to reduce the rate and volume of stormwater runoff and the amount of pollutants in the runoff.

One Water One Watershed Plan

The One Water One Watershed (OWOW) program was developed in an effort by the Santa Ana Watershed Project Authority (SAWPA), a Joint Powers Authority (JPA) mandated to manage water quality within the Santa Ana River Watershed for multiple beneficial purposes, is the result of an integrated planning process convened for the management of the Santa Ana River Watershed. The OWOW program integrates water resources management with various disciplines, such as land use planning, flood control, and natural resource management. On February 19, 2019, the SAWPA Commission officially adopted the OWOW Plan Update 2018, the Integrated Regional Water Management (IRWM) Plan for the Santa Ana River Watershed. The OWOW Plan provides a blueprint for the management of the watershed, which includes the following goals:

- Achieve a watershed that is sustainable, drought-proofed, and salt-balanced by 2035, in which water resources are protected and water is used efficiently;
- Value a watershed that supports economic prosperity and environmental viability;
- Assure a watershed that diminishes carbon emissions and is resilient to climate change;
- Demand a watershed free of environmental injustices;
- Maintain a watershed in which the natural hydrology is protected, restored, and enhanced; and
- Instill a water ethic within institutions and people that will make efficient water use a Californian way of life.

5.9.3 ENVIRONMENTAL SETTING

5.9.3.1 Regional Hydrology

The City of Hemet is located within the Santa Ana and San Diego Basin. The Santa Ana River Basin drains into the Pacific Ocean in Orange County, while the San Diego Basin drains into the Pacific Ocean in San Diego County.

The City of Hemet contains river systems, numerous lakes and reservoirs, and natural drainage areas. Major waterways within the City include Diamond Valley Lake, the San Jacinto River, the San Diego Aqueduct, the Hemet Channel, Lake Hemet Main Canal, Salt Creek Channel, Bautista Wash, and the Casa Loma Canal Aqueduct.

5.9.3.2 Watershed

Watersheds are defined as areas of land where the water that is under it or that drains off it flows to the same place. The Santa Ana RWQCB identifies watersheds and various groupings and subdivisions (e.g., watershed management areas, hydrologic areas, and hydrologic subareas) in the Santa Ana RWQCB Basin Plan. The proposed Project site is located within the Santa Ana River Watershed.

The San Jacinto River drains the San Jacinto Basin. It is recharged by surface runoff from adjacent mountains and hills, rainfall directly on the valley floor, and return flow from water applied from overlying uses. The San Jacinto Basin serves as a natural storage reservoir and filtering system for wells constructed therein. In

addition, the San Jacinto Basin has a Groundwater Replenishment Program, which uses untreated imported water to recharge the San Jacinto Basin.

The City of Hemet has adopted the EPA's NPDES regulations to reduce pollutants in urban runoff and stormwater flows. The Santa Ana RWQCB issued the City an MS4 Permit (Order No. R8-2010-0036), which establishes pollution prevention requirements for planned developments. The City participates in an Area-wide Urban Stormwater Runoff Management Program to comply with the MS4 permit requirements. Runoff is managed and regulated under the NDPES MS4 permit and associated Storm Water Management Program.

5.9.3.3 Groundwater Basin

Groundwater is the supply of fresh water found beneath the Earth's surface. It is a major source of drinking water in southern California and within the City of Hemet. A groundwater basin is an area underlain by permeable materials capable of storing a substantial amount of water. Groundwater basins are three-dimensional and include both the surface extent and all subsurface fresh water-yielding material.

The largest sources of groundwater for the planning area are the Hemet-San Jacinto Basins, which underlie most of the planning area with water-bearing strata. The Hemet-San Jacinto Basins comprise the Hemet South, Hemet North, Canyon, and San Jacinto Upper-Pressure subbasins. These basins have a potential capacity of approximately 1.3 million acre-feet; however, only 400,000 acre-feet are estimated to be usable. Groundwater storage in all the Hemet-San Jacinto Basins has been reduced to about 14,000 acre-feet per year (AFY) due to overdraft from 1958 to 2001. Current estimates of overdraft are approximately 10,000 AFY. Water supply projections indicate the need for an additional 15,000 AFY to accommodate future growth (City of Hemet, 2020).

The Project area is within the Hemet South Groundwater Basin, a San Jacinto Groundwater Basin subbasin. It is estimated that approximately 40,000 acre-feet of groundwater can be withdrawn from the Hemet and San Jacinto Groundwater Basins during an average year without depleting the aquifer, as natural recharge is augmented by spreading imported and reclaimed water within the basins.

5.9.3.4 Surface Water Quality

Most of the Santa Ana River's tributary streams are historically ephemeral, with flow occurring almost exclusively in winter in response to heavy precipitation. Principal tributaries to the Santa Ana River include San Antonio Creek, Chino Creek, San Timoteo Creek, Temescal Creek, Cucamonga Creek, Bear Creek, and Lytle Creek. The Santa Ana Region consists of the upper and lower Santa Ana River watersheds, the San Jacinto River watershed, and several other small drainage areas.

The City of Hemet is located within the lower San Jacinto River watershed, which covers 780 square miles in the western half of Riverside County. Flows from the proposed Project site move east to west, ultimately into the Hemet Storm Channel, which drains to the Salt Creek Channel of the City's Master Drainage Plan, as illustrated in Figure 5.4, *Stormwater Drainage*, of the City's General Plan. Flows from the Salt Creek Channel discharge through the Railroad Canyon Reservoir of the San Jacinto River to Temescal Creek Reach 3 of the Santa Ana River and the Prado Basin Management Zone before ultimately flowing to the Pacific Ocean. The Basin Plan for the Santa Ana Region is the basis for the Santa Ana RWQCB regulatory programs. The Basin Plan designates beneficial uses for surface and groundwater, sets narrative and numerical objectives that must be attained (or maintained) to protect the designated beneficial uses, and describes implementation programs to protect waters in the region.

Table 5.9-1: Identification of Receiving Waters

Receiving Waters	303(d) List Impairments	Designated Beneficial Uses	Proximity to RARE Beneficial Use
City of Hemet Storm Drain Channel	None	None	None
Salt Creek Channel	None	REC1, REC2, WARM, WILD	<1.0 mile
Canyon Lake	Nutrients	AGR, GWR, MUN, REC1, REC2, WARM, WILD, COMM	Not a waterbody classified as RARE
San Jacinto River, Reach 1	None	MUN, AGR, GWR, REC1, REC2, WARM, WILD, RARE	Approximately 6 miles
Lake Elsinore	Listed Impairments: PCBs, Toxicity, DDT, Nutrients, Organic Enrichment/Low Dissolved Oxygen Approved TMDLs: Nutrients, Organic Enrichment/Low Dissolved Oxygen	REC1, REC2, COMM, WARM, WILD, RARE	Approximately 9 miles

Source: Project Specific Water Quality Management Plan (Appendix J).

5.9.3.5 Existing Drainage

The existing site is undeveloped and vacant. Topographically, the Project site is relatively flat, with an elevation differential of approximately 2 feet throughout the Project site. Areas draining directly to the site are primarily impervious surfaces, such as the solar farm east of the Project site. Runoff moves from the east of the site to the west and ponds at the west and northwest corners near Florida Avenue via overland flow. Flows are collected via curbs and gutters and then discharged. As previously stated, flows are conveyed into the Hemet Storm Channel, which drains into the Salt Creek Channel.

5.9.3.6 Flood Zone

According to the Flood Insurance Rate Map (FIRM), published by the Federal Emergency Management Agency (FEMA) (0606C2085G), the Project site is currently impacted by two FEMA zone areas: Zone "A" floodplains on the northern portion of the site and an unshaded Zone "X" floodplain on the southern portion of the site (Federal Emergency Management Agency, 2026). Zone "A" is identified by FEMA as areas with a 1 percent annual chance of flooding and a 26 percent chance of flooding over the life of a 30-year mortgage. Because detailed analyses are not performed for such areas, no depths or base flood elevations are shown within these zones. An unshaded Zone "X" is identified by FEMA as areas determined to be outside the 0.2 percent annual chance floodplain.

The Riverside County Flood Control and Water Conservation District (RCFCWCD) and the City of Hemet provide stormwater drainage infrastructure and maintenance services for the Project area. The central stormwater drainage facility within the Project vicinity is the Hemet Storm Channel, which the City owns and maintains. Located within Hemet, the City owns 24 retention and detention basins, and 26 basins are privately owned and maintained, and one is owned and maintained by the RCFCWCD.

5.9.4 AREAS OF PUBLIC CONCERN

During the Notice of Preparation (NOP) public review period, comments were received from agencies, organizations, and members of the public regarding potential environmental effects associated with the proposed Project related to hydrology and water quality. The comments reflected concerns regarding the following topics:

- Concern regarding existing groundwater conditions in the Project area, including high groundwater levels and potential groundwater-related constraints associated with future development.
- Concern regarding the potential for long-term groundwater extraction and regional groundwater overdraft to contribute to land subsidence in the Project vicinity.
- Concern regarding the compatibility of large industrial buildings and impervious surfaces with existing groundwater and soil conditions onsite.
- Concern regarding potential water quality impacts associated with stormwater runoff from operational surfaces, including the accumulation and discharge of pollutants from asphalt, vehicle use, and industrial activities into local drainage systems and waterways.
- Concern regarding the proposed stormwater infiltration system and water quality basin being located along the Project's western perimeter.

These comments were reviewed and considered during preparation of this Draft EIR. The issues raised by agencies, organizations, and members of the public are addressed through the analysis presented in this section and informed by the relevant technical studies and supporting documentation prepared for the proposed Project.

Where applicable, the analysis in this section:

- Evaluates the potential for the Project to result in the environmental effects identified in public comments.
- Incorporates standard regulatory requirements, design features, and/or mitigation measures intended to reduce potential impacts, and
- Provides additional explanation regarding the basis for impact determinations in response to issues raised during the public review process.

It is important to note that while all comments received during the public review process were reviewed and considered, the determination of significance under CEQA is based on substantial evidence in the record, including technical studies, applicable thresholds of significance, and regulatory requirements. In certain instances, concerns raised during public review reflect issues that are broader policy considerations or site-specific preferences; however, this Draft EIR focuses on impacts to the physical environment as defined under CEQA Guidelines Section 15382.

5.9.5 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a Project could have a significant effect if it were to:

HYD-1 Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;

HYD-2 Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin;

HYD-3 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in a substantial erosion or siltation on- or off-site;

HYD-4 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

HYD-5 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would 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;

HYD-6 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows;

HYD-7 In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation; or

HYD-8 Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

5.9.6 METHODOLOGY

This evaluation of the significance of potential impacts related to hydrology and water quality is based on a review of published information and reports regarding regional hydrology and surface water quality. The potential implications for hydrology and water quality were evaluated by considering the general type of pollutants that the Project would generate during construction and operation. In determining the level of significance, the analysis recognizes that development under the proposed Project would be required to comply with relevant federal, State, and regional laws and regulations designed to ensure compliance with applicable water quality standards and waste discharge requirements. Because the regional and local regulations related to water quality standards have been developed to reduce the potential of pollutants in the water resources (as described in Section 5.9.2, *Regulatory Setting*, above), and are implemented in specific waterbodies, such as 303(d) requirements, or development projects such as grading and construction permit regulations, implementation of all relevant water quality and hydrology requirements would limit the potential of the proposed Project to a less-than-significant impact.

5.9.7 ENVIRONMENTAL IMPACTS

IMPACTS HYD-1: WOULD THE PROJECT VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS OR OTHERWISE SUBSTANTIALLY DEGRADE SURFACE OR GROUND WATER QUALITY?

Less than Significant Impact.

Construction

The nearest surface water is the Hemet Storm Channel, located approximately half a mile south of the Project site. The Hemet Storm Channel is the central receiving water for the Project site, is not classified as an impaired water body, and has not been placed on the 303(d) list. However, the Hemet Storm Channel drains

into the Salt Creek Channel that conveys flows into Canyon Lake (Reach 2), which has been placed on the 303(d) list of nutrient impairments.

Implementation of the proposed Project would include site preparation, grading, construction of new buildings, and infrastructure improvements on the Project site. Grading, stockpiling of materials, excavation, and the import/export of soil and building materials, as well as the construction of new structures and landscaping activities, can expose and loosen sediment and building materials that have the potential to mix with stormwater and urban runoff, thereby degrading surface and receiving water quality.

Additionally, construction typically involves the use of heavy equipment and construction-related materials and chemicals, including concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents, and paints. In the absence of proper controls, these potentially harmful materials could be accidentally spilled or improperly disposed of during construction activities. They could wash into and pollute surface water or groundwater, resulting in a significant impact on water quality.

Pollutants of concern during construction activities typically include sediments, trash, petroleum products, concrete waste (both dry and wet), sanitary waste, and chemicals. Each of these pollutants, whether alone or in combination with others, can harm water quality. Additionally, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked during construction, potentially contaminating storm runoff and subsequently affecting surface or groundwater quality. During construction activities, excavated and imported soil would be exposed, thereby increasing the potential for soil erosion and sedimentation compared to existing conditions. Additionally, during construction, vehicles and equipment are prone to tracking soil and/or spoil from work areas onto paved roadways, another form of erosion that can affect water quality.

However, under the City of Hemet Municipal Code, Chapter 14, Section 14-471, compliance with the NPDES Permit, the Project Applicant would be required to implement the requirements of the NPDES permit. The use of BMPs during construction implemented as part of a SWPPP as required by the RCFCWCD and the MS4 NPDES permit would ensure that Project impacts related to construction activities resulting in a degradation of water quality would be less than significant.

The City of Hemet's building official would be responsible for enforcing the requirements of the NPDES permit. Mandatory compliance with the SWPPP, included as PPP HYD-1 (see Section 5.9.8, *Existing Regulations and Plans, Programs, or Policies*), would ensure that the Project's implementation does not violate any water quality standards or waste discharge requirements during construction activities. Plans for grading, drainage, erosion control, and water quality would be reviewed by the City's Building & Safety Department prior to the issuance of grading permits to ensure that the applicable and required BMPs are constructed during the implementation of the Project.

Therefore, compliance with the Hemet Municipal Code, MS4 permit, and other applicable requirements, which would be verified during the City's construction permitting process, would ensure that Project impacts related to construction activities resulting in water quality degradation would be less than significant.

Operation

The proposed Project would construct a new industrial warehouse facility consisting of four buildings, with a total gross building area of 1,129,894 square feet (SF). Additional improvements to the site would include landscaping, sidewalks, utility connections, stormwater facilities, and pavement of parking areas and drive aisle. Project operation would introduce the potential for pollutants, including chemicals from cleaners, pesticides, sediment from landscaping, trash, and debris, as well as oil and grease from vehicles. These pollutants could potentially discharge into surface waters and result in water quality degradation. However, under State Water Resources Board Order R8-2010-0036, NPDES No. CAS 618033, the proposed Project would be required to incorporate a WQMP with post-construction (or permanent) Low Impact Development

(LID) site design, source control, and treatment control BMPs, included as PPP HYD-2. As stated in the Project specific WQMP (Appendix J), the City of Hemet Storm Drain Criteria and Drainage Design Manual, as well as the Riverside County Hydrology Manual, was used as a guide for the design of drainage facilities and to establish criteria for flood protection levels for the proposed Project. In addition, the Riverside County Hydrology Manual and City of Hemet Master Flood Control and Drainage Plan will be used for flood routing analysis (Appendix J).

The source control BMPs would minimize the introduction of pollutants that may result in water quality impacts, and treatment control BMPs that would treat stormwater runoff. The proposed landscaped areas would introduce planting media that would enhance the capability to store runoff on-site within the media. Some of the runoff would drain into landscaping areas wherever feasible. As shown in Figure 5.9-1, the Project site would be divided into eight separate drainage management areas (DMA): mixed surface, concrete and asphalt, building roofs, and ornamental landscaping areas. Runoff would be detained and treated in either one of two underground infiltration basins. The first proposed infiltration basin is located in the northwestern portion of the Project site. The bioretention basin would be utilized for retention and infiltration of the proposed Project stormwater runoff and would have an area of approximately 76,915 SF. Any overflows from storm events more extensive than the design events would be discharged to Florida Avenue, where the flows will be conveyed west to interim local drainage systems. Those flows will eventually join the Hemet Storm Channel. The second bioretention basin is proposed along the proposed Project's frontage along the buildout of Cawston Avenue and would have an area of approximately 26,335 SF.

Table 5.9-2: DMAs for Project Site

Drainage Management Area	Corresponding Site Development	BMP Type	Design Capture Volume, V_{BMP} (CF)	Proposed Volume on Plans (CF)
DMA 1	Concrete or Asphalt	Bioretention Basin	117,239	117,240
DMA 2	Roofs (Building Rooftops)	Bioretention Basin		
DMA 3	Concrete or Asphalt	Bioretention Basin		
DMA 4	Ornamental Landscaping	Bioretention Basin		
DMA 5 (Basin)	Mixed Surface Types	Bioretention Basin		
DMA 10	Ornamental Landscaping	Bioretention Basin		
DMA 6	Mixed Surface	Bioretention Basin	2,924	2,924
DMA 7	Concrete/Asphalt	Bioretention Basin		
Total Cubic Feet Volume			**120,163**	**120,164**

Source: Preliminary Hydrology Report (Appendix I)

DMA 1 and DMA 3 encompass approximately 1,122,137 SF and include the asphalt and concrete areas within the Project site and around the proposed buildings. DMA 2 covers approximately1,124,559 SF, consisting of the roofs of all four proposed buildings. DMAs 4, 5, and 10 collectively account for approximately 405,606 SF, comprising the landscaped areas within the Project site. Runoff from these areas—DMA 1, 2, 3, 4, 5, and 10—would flow overland as sheet flows into concrete valley gutters and

curb-and-gutter systems before entering a downstream catch basin. Ultimately, this runoff would drain into the proposed northwestern underground bioretention basin, designed to capture and treat the flows.

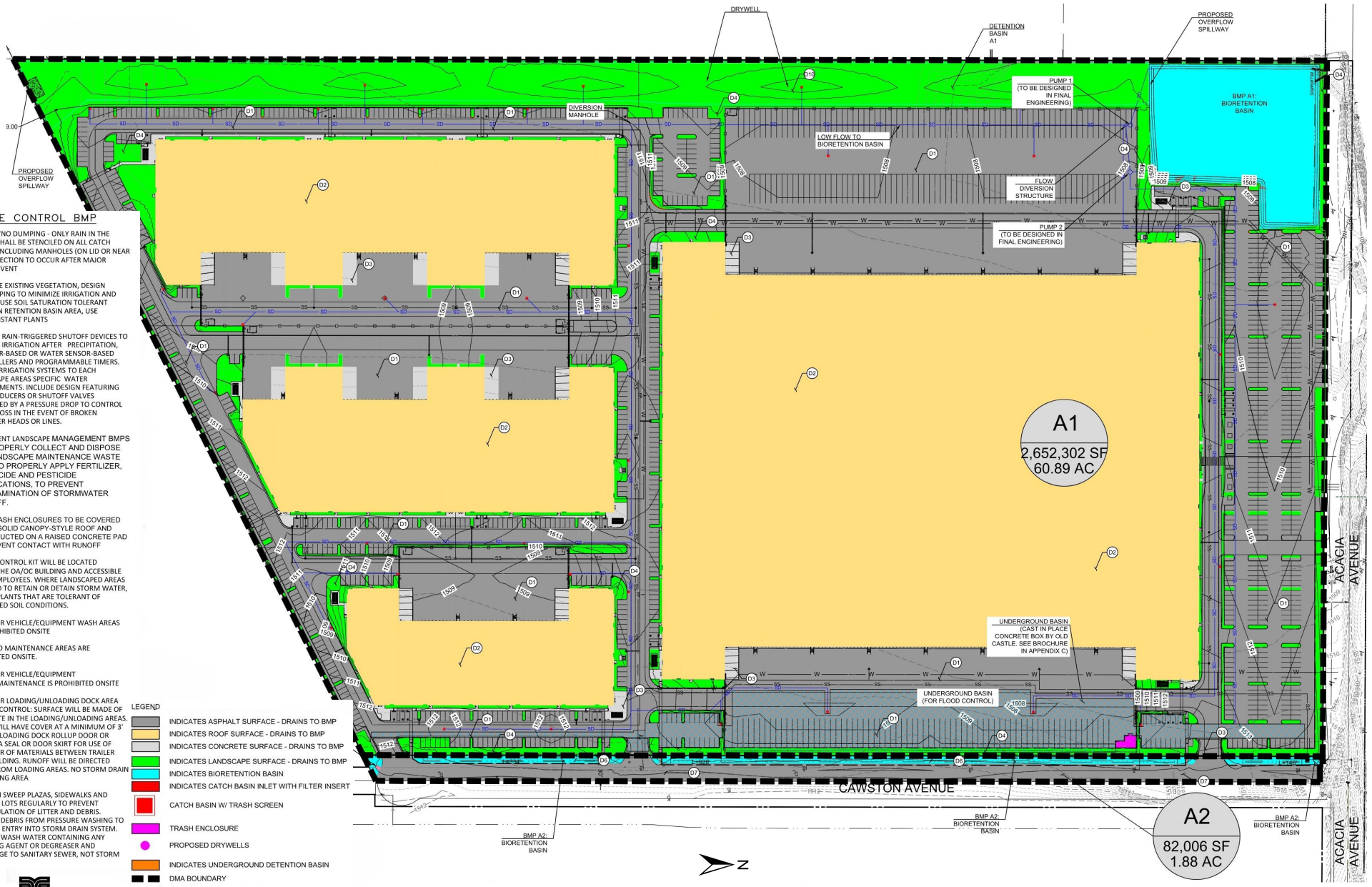
DMA 6 and DMA 7 encompass approximately 82,286 SF, including the eastern frontage of the Project site along the proposed Cawston Avenue extension. These DMAs feature a mix of landscaped areas and asphalt and concrete surfaces. Runoff from the development of Cawston Avenue would flow overland as sheet flows into concrete valley gutters and curb-and-gutter systems before reaching a downstream catch basin. To manage and treat this runoff, DMA 6 and DMA 7 include an underground infiltration basin designed to capture and treat flows generated along the Project frontage.

In addition, the proposed Project would provide flood protection through the implementation of an underground detention system located within the easterly truck court for high-flow storm events. The underground detention system is intended strictly for flood control only and is not considered a BMP. Following the City of Hemet flood control design criteria, the proposed underground detention basin would act as a flood control basin. It would be sized to detain the full 100-year, 3-hour storm event volume. The proposed underground detention basin has been sized to retain 10.7 acre-feet, corresponding to the total water volume of hydrographs for the 100-year 3-hour storm event. The total available storage in the basin is 12.0 acre-feet.

Per the Riverside County Design Handbook for Low Impact Development BMP, to meet the RWCCB requirements, in the Santa Ana River Watershed the design capture volume (DCV) is based on capturing the volume of runoff generated from an 85th percentile, 24-hour storm event. The proposed Project has been designed to treat the calculated DCV volume of 120,163 CF. As shown in Table 5.9-2, the proposed basins have a total storage volume of 120,164 CF, exceeding the required DCV (Appendix J). With the implementation of the operational source and treatment control BMPs that is outlined in the WQMP (Appendix J) that would be reviewed and approved by the City during the Project permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed Project would not substantially degrade water quality. In addition, the proposed Project would implement the City of Hemet General Plan Goals and Policies CSI-1, CSI-2.4, CSI-2.8, CSI-3, CSI-3.1, CSI-4, CSI-4.1, CSI-4.2, CSI-4.3, CSI-4.4, CSI-4.5, CSI-4.7, CSI-4.8, and CSI-4.10. Therefore, impacts would be less than significant.

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Drainage Management Area



Original figure produced by David Evans and Associates, Inc.

Hemet Logictics West
City of Hemet

Figure 5.9-1

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IMPACT HYD-2: WOULD THE PROJECT SUBSTANTIALLY DECREASE GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT THE PROJECT MAY IMPEDE SUSTAINABLE GROUNDWATER MANAGEMENT OF THE BASIN?

Less than Significant Impact. The proposed Project would not deplete groundwater supplies within the Hemet South Groundwater Basin. The City of Hemet Water Department relies on local groundwater as the only water supply source for customers in its approximate 5.25 square mile service area. The City relies on groundwater as its supply source, pumped by 11 City-owned wells, of which nine are in the Hemet Groundwater Basin, and two are within the San Jacinto Groundwater Basin. The City is within the boundaries of the Eastern Municipal Water District's (EMWD) service area. It has water exchange service connections with EMWD as well as Lake Hemet Municipal Water District (LHMWD), which provides an opportunity for water exchanges during emergency situations.

Development of the proposed Project would introduce approximately 2,300,647 SF of impervious surfaces to the existing vacant site conditions. In addition, the Project includes 530,184 SF of landscaping that would infiltrate stormwater on-site. The proposed Project would install an on-site storm drain system that would convey all on-site runoff to an above-ground infiltration basin that would capture, filter, and infiltrate runoff on-site designed to meet the 100-year, 3-hour storm volume requirement. Although the proposed drainage system intends to store all runoff on-site, any additional runoff volume generated by the high-flow runoff storm event would be released at the northwest corner of the property at Florida Avenue and then conveyed into the Hemet Storm Channel. As previously determined, the proposed LID (PPP HYD-2) would meet the County's LID requirements per the applicable NPDES and WQMP requirements.

As stated in Section 5.6, *Geology and Soils*, groundwater was encountered during drilling at depths between 145 to 200 feet below the ground surface (bgs). It would not be expected to impact grading or foundation construction activities. Additionally, the proposed Project would not utilize groundwater beneath the site for its operations, nor would it involve any direct or indirect groundwater withdrawals beyond those already managed by the EMWD. These withdrawals are governed by established groundwater management practices, including adjudicated regulations, ensuring sustainable use. In addition, the proposed Project would implement the City of Hemet General Plan Policies CSI-2.3, CSI-4.4, and CSI-4.10. As a result, the proposed Project would not decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. The proposed Project would have a less-than-significant impact.

IMPACT HYD-3: WOULD THE PROJECT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER OR THROUGH THE ADDITION OF IMPERVIOUS SURFACES, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?

Less than Significant Impact.

Construction

The construction of the structures proposed by the Project would require excavation, grading, and other site preparation activities that would loosen soils, potentially resulting in erosion and the loss of topsoil. The Project site is generally flat and does not contain substantial slopes that could induce significant erosion or siltation.

Project construction would be permitted under the NPDES Construction General Permit (PPP HYD-1), which requires the preparation and implementation of a SWPPP by a Qualified SWPPP Developer (QSD) for construction activities that disturb one acre or more of soil. The SWPPP is required to address site-specific

conditions related to potential sources for sedimentation and erosion and would list the required BMPs that are necessary to reduce or eliminate the potential of erosion or alternation of drainage patterns during construction activities. Common types of construction BMPs include:

- Silt fencing, fiber rolls, or gravel bags
- Street sweeping and vacuuming
- Storm drain inlet protection
- Stabilized construction entrance/exit
- Vehicle and equipment maintenance, cleaning, and fueling
- Hydroseeding
- Material delivery and storage
- Stockpile management
- Spill prevention and control
- Solid waste management
- Concrete waste management

Additionally, a Qualified SWPPP Practitioner (QSP) is required to ensure compliance with the SWPPP through regular monitoring and visual inspection during construction activities. The SWPPP would be amended and BMPs revised, as determined necessary through field inspections, to protect against substantial soil erosion, the loss of topsoil, or alteration of the drainage pattern. Compliance with the Construction General Permit and a SWPPP prepared by a QSD and implemented by a QSP would prevent construction-related impacts related to potential alteration of a drainage pattern or erosion from development activities. Overall, with the implementation of the existing construction regulations that the City would verify during the permitting approval process, impacts related to the alteration of an existing drainage pattern during construction that could result in substantial erosion or siltation would be less than significant.

Operation

As described previously, the proposed development would increase impervious areas. As a result, the proposed Project would increase surface flows compared to existing conditions. However, the proposed Project would install an on-site storm drain system that would convey all on-site runoff to an above-ground infiltration basin, designed to capture, filter, and infiltrate the runoff on-site, meeting the 100-year, 3-hour storm volume requirement. Although the proposed drainage system aims to store all runoff on-site, any additional runoff volume generated by the high-flow runoff storm event will be released at the northwest corner of the property, at the intersection of Florida Avenue, and then conveyed into the Hemet Storm Channel. As previously determined, the proposed LID (PPP HYD-2) would meet the County's LID requirements per the applicable NPDES and WQMP requirements. Further, the BMPs identified in the WQMP would reduce the potential for erosion and siltation. As part of the permitting approval process, the proposed drainage, water quality design, and engineering plans would be reviewed by the City's Engineering Department to ensure they meet the City's NPDES Permit and limit the potential for erosion and siltation. In addition, the proposed Project would implement the City of Hemet General Plan Policies CSI-4.2, CSI-4.8, and CSI-4.10. Overall, adherence to the existing regulations and PPP HYD-2 would ensure that proposed Project impacts related to erosion and siltation from operational impacts would be less than significant.

IMPACT HYD-4: WOULD THE PROJECT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR THROUGH THE ADDITION OF IMPERVIOUS SURFACES, IN A MANNER WHICH WOULD SUBSTANTIALLY INCREASE THE RATE OR AMOUNT

OF SURFACE RUNOFF IN A MANNER WHICH WOULD RESULT IN FLOODING ON-SITE OR OFF-SITE?

Less than Significant Impact.

Construction

As previously noted, the proposed Project site is relatively flat in its current condition and naturally drains toward the west and south based on the existing topography. Runoff from the site travels via overland flow (including through curbs and gutters) east to west into the Hemet Storm Channel, draining into the Salt Creek Channel before heading downstream to Canyon Lake and ultimately to Elsinore Lake. Construction of the proposed Project would include activities that could temporarily alter the existing drainage pattern of the site and could result in flooding on- or off-site if drainage is not properly controlled. However, as described previously, implementation of the proposed Project requires a SWPPP that would address site-specific drainage issues related to the construction of the Project and include BMPs to eliminate the potential for flooding or alteration of the drainage pattern during construction activities. This includes regular monitoring and visual inspections by a QSP during construction activities. Compliance with the City's NPDES Permit and preparation of a SWPPP, as verified by the City through the construction permitting process, would prevent construction-related impacts related to potential increase in runoff or flooding on or off-site from development activities. Therefore, impacts would be less than significant.

Operation

As described previously, the proposed development would increase impervious areas on-site. As a result, the proposed Project would increase surface flows compared to existing conditions. However, the installation of new stormwater drainage facilities and pervious landscaped areas, including the above-ground infiltration basin, would be installed to capture such flows. In addition, landscaped areas would accept runoff water from impervious surfaces, regulate the rate and velocity of stormwater flows, and would control the amount of discharge into the on-site drainage system. Due to the absence of local and regional existing storm drain systems around the Project site, the proposed basin was designed per the County's LID requirements to fully retain stormwater runoff generated from a 100-year 3-hour storm event instead of releasing on-site flows into adjacent properties and roadways (Appendix I). Although the proposed drainage system intends to store all runoff on-site, any additional runoff volume generated by the high-flow runoff storm event would be released at the northwest corner of the property at Florida Avenue and then conveyed into the Hemet Storm Channel. Overall, the proposed drainage facilities for the Project have been sized to be consistent with the County MS4 permit requirements and the City's WQMP requirements. In addition, the proposed Project would implement the City of Hemet General Plan Goal PS-6 and Policies PS-6.1, PS-6.2, PS-6.5, PS-6.7, and PS-6.8. Thus, implementation of the Project would not substantially increase the rate or amount of surface runoff, such that flooding would occur, and impacts would be less than significant.

IMPACT HYD-5: WOULD THE PROJECT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR THROUGH THE ADDITION OF IMPERVIOUS SURFACES, IN A MANNER WHICH WOULD 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?

Less than Significant Impact. As described previously, runoff generated by the proposed Project would be conveyed into the proposed infiltration basins designed to capture all on-site flows due to the absence of local and regional existing storm drain systems around the Project site. In addition, landscaped areas would

accept runoff water from impervious surfaces, regulate the rate and velocity of stormwater flows, and control the amount of discharge into the on-site drainage system. Per the County's LID requirements, the proposed infiltration basins and detention basin were designed to fully retain stormwater runoff generated from a 100-year 3-hour storm event, rather than releasing on-site flows into adjacent properties and roadways (Appendix I). Although the proposed drainage system intends to store all runoff on-site, any additional runoff volume generated by the high-flow runoff storm event will be released at the northwest corner of the property at Florida Avenue and then conveyed into the Hemet Storm Channel. Infiltration through underlying soil media would also provide additional filtration and treatment of captured stormwater runoff. Runoff would flow through a series of gravel and media, as well as the proposed infiltration basin, prior to entering the storm drain system and the Salt Creek Channel. In addition, the proposed Project would implement the City of Hemet General Plan Goal PS-6 and Policies PS-6.1, PS-6.2, PS-6.5, PS-6.7, and PS-6.8. Therefore, the Project would result in a less than significant impact on the capacity of existing or planned stormwater drainage systems and/or additional sources of polluted runoff.

IMPACT HYD-6 WOULD THE PROJECT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR THROUGH THE ADDITION OF IMPERVIOUS SURFACES, IN A MANNER WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?

Less than Significant Impact. According to the FIRM FEMA map 0606C2085G, the Project site is located within a Zone "A" floodplain on the northern portion of the site and a Zone "X" floodplain on the southern portion. Zone "A" is identified by FEMA as an area with a one percent annual chance of flooding, and Zone "X" is identified by FEMA as an area determined to be outside the 0.2 percent annual chance floodplain.

As discussed previously, the development of the proposed Project would introduce approximately 2,300,647 SF of impervious surfaces to the existing vacant site conditions. The proposed Project would install an on-site storm drain system that would convey all on-site runoff to an above-ground infiltration basin that would capture, filter, and infiltrate runoff on-site, designed to meet the 100-year, 3-hour storm volume requirement. The proposed Project also includes 530,184 SF of landscaping that would infiltrate stormwater on-site. Although the proposed drainage system intends to store all runoff on-site, any additional runoff volume generated by the high-flow runoff storm event will be released at the northwest corner of the property at Florida Avenue and then conveyed into the Hemet Storm Channel. In addition, the drainage facilities proposed for the Project have been sized to adequately accommodate the stormwater flows from the proposed development and are consistent with the County and City drainage plans and MS4 permit requirements. In addition, the proposed Project would implement the City of Hemet General Plan Goal PS-6 and Policies PS-6.1, PS-6.2, PS-6.5, PS-6.7, and PS-6.8. Thus, although the proposed Project would substantially increase impervious surfaces on the site, the proposed drainage infrastructure would maintain the existing drainage pattern and accommodate flows, such that storm flows would not be impeded or redirected. Therefore, impacts would be less than significant.

IMPACT HYD-7 WOULD THE PROJECT, IN FLOOD HAZARD, TSUNAMI, OR SEICHE ZONES, RISK RELEASE OF POLLUTANTS DUE TO PROJECT INUNDATION?

Less than Significant Impact. According to the FIRM FEMA map 0606C2085G, the Project site is currently impacted by Zone "A" floodplains on the northern portion of the site and Zone "X" floodplains on the southern portion of the site. Zone "A" is identified by FEMA as an area with a one percent annual chance of flooding, and Zone "X" is identified by FEMA as an area determined to be outside the 0.2 percent annual chance floodplain (Federal Emergency Management Agency, 2026). In addition, tsunamis are large waves that occur in coastal areas; therefore, since the City is not located in a coastal area, no impacts due to tsunamis would occur. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin such as a reservoir, harbor, lake, or storage tank.

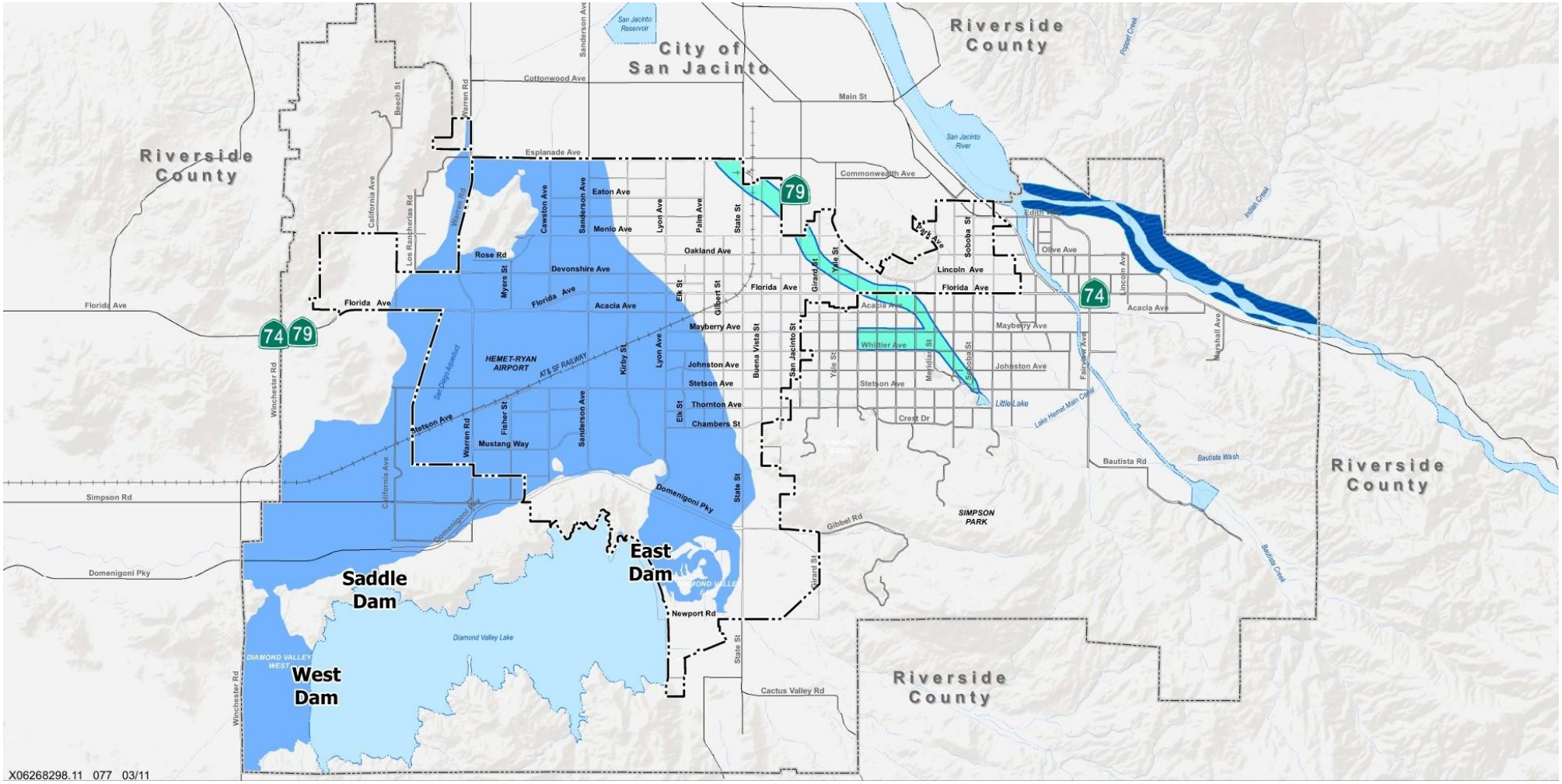
As shown in Figure 5.9-2, the Project site is within the dam inundation area of Diamond Valley Lake. Diamond Valley Lake is a water storage reservoir approximately 3 miles south of the Project site. The lake was constructed in 1999 and is operated and maintained by the EMWD. The lake covers approximately seven square miles, has a capacity of approximately 243,900 acre-feet, and is the largest water-storage reservoir in southern California. The lake is impounded behind three earth/rock dams: West Dam, East Dam, and Saddle Dam (north). Dam failure and inundation occur when an earthquake, design flaw, or storm-related overflow causes a dam to breach and flood. The project's proximity to the Saddle Dam and lake could result in a flood hazard.

According to the City's General Plan EIR, the collapse of the East Dam of the lake would result in the most devastation. Maps from the California Office of Emergency Services (OES) indicate the inundation area extends north across Domenigoni Parkway and most of western Hemet. Florida Avenue flows could cover the area between California Avenue and Lyon Avenue. Further, the inundation could flow out of the City in two directions, north past Tres Cerritos hills into San Jacinto and southwest into Winchester. Several other dams pose potential risks to the City; however, specific to the proposed Project, the Saddle Dam of Diamond Valley Lake, located on the north side of the reservoir near the intersection of California Avenue and Domenigoni Parkway, warrants attention. In the event of a breach, water could spread through the surrounding area before flowing downstream to the west, passing through Winchester. The General Plan includes Goal PS-6 and Policies PS-6.1, PS-6.2, PS-6.5, PS-6.7, and PS-6.8, which structures to flood hazards, including dam inundation and seiche hazards. The policies and programs ensure waterways and channels are clear and preserved in a natural state, ensure potential flood hazards are mitigated, require identification of funding sources, require incorporation of State and federal flood zone regulations into the City's Municipal Code, require appropriate flood control facilities for all development, and require site-specific studies to identify setbacks from a floodway. In addition, future land uses consistent with the City's General Plan would not place housing or other structures in a 100-year flood hazard area, which the Project is not. Therefore, compliance to and implementation of General Plan policies and programs for potential dam inundation impacts would be less than significant.

In summary, impacts regarding the release of pollutants due to project inundation from flood hazards, tsunamis, or seiches would be less than significant. No mitigation would be required.

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Dam Inundation Map



LEGEND

Dam Inundation Areas
- Diamond Valley Combined
- Lake Hemet
- Little Lake

- Hemet City Boundary
- Planning Area
- Street
- Railroad
- Creek/Canal
- River/Lake

N

Sources:
Census Tiger Line Data 2005
Riverside County TLMA 2005
ESRI 2010

Hemet Logictics West
City of Hemet

Figure 5.9-2

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IMPACT HYD-8 WOULD THE PROJECT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF A WATER QUALITY CONTROL PLAN OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN?

Less than Significant Impact. The OWOW program was developed by the SAWPA, which is mandated to manage water quality within the Santa Ana River Watershed for multiple beneficial purposes and is the result of an integrated planning process convened for the management of the Santa Ana River Watershed. The OWOW program integrates water resources management with various disciplines, such as land use planning, flood control, and natural resource management. Through compliance with the applicable NPDES permits, the proposed Project would be consistent with the OWOW program developed for the region. The Project applicant would be required to prepare and implement a SWPPP during Project construction to avoid potential construction-related water quality impacts (PPP HYD-1 and PPP HYD-2) per the Construction General Permit. The Project applicant would also be required to prepare and implement a WQMP to treat and capture post-construction stormwater runoff as part of Project operation per the County's MS4 NPDES permit. Through the implementation of the applicable construction and post-construction permitting requirements, the Project would not conflict with or obstruct the implementation of a water quality control plan.

According to the Sustainable Groundwater Management Act (SGMA), each high and medium-priority basin, as identified by the California Department of Water Resources (DWR), is required to have a Groundwater Sustainability Agency (GSA) that is responsible for groundwater management and development of a Groundwater Sustainability Plan (GSP). The EMWD Board of Directors is the GSA for the San Jacinto Groundwater Basin (west) which underlies the Project site and is responsible for developing and implementing a GSP. Based on the 2020 Urban Water Management Plan (UWMP) for EMWD, it is anticipated that existing and future water entitlements from groundwater, surface water, and purchased or imported water sources, as well as recycling and conservation, would be sufficient to meet the forecast demand for EMWD's entire service area. As discussed above, the Project's components are not anticipated to obstruct groundwater facilities as EMWD has not planned groundwater facilities in connection with this Project. Furthermore, it was concluded under Impact HYD-2 that the Project would not substantially deplete or decrease groundwater supplies or directly impact groundwater supplies. Thus, the proposed Project would not conflict with the Hemet/San Jacinto Groundwater Management Plan or the West Jacinto Groundwater Basin Management Plan. In addition, the proposed Project would implement the City of Hemet General Plan Goal PS-6 and Policies PS-6.1, PS-6.2, PS-6.5, PS-6.7, and PS-6.8. Therefore, the proposed Project would be consistent with the groundwater management plan and would not conflict with or obstruct its implementation.

Thus, impacts related to conflicts with a water quality control plan or sustainable groundwater management plan would be less than significant.

5.9.8 CUMULATIVE IMPACTS

Water Quality: The geographic scope for cumulative impacts related to hydrology and water quality includes the Santa Ana River watershed because cumulative projects and developments could incrementally exacerbate the existing impaired condition and result in new pollutant-related impairments. However, related developments within the watershed would be required to implement water quality control measures pursuant to the same NPDES General Construction Permit (PPP HYD-1) that requires implementation of a SWPPP (for construction), a WQMP (for operation), and BMPs to eliminate or reduce the discharge of pollutants in stormwater discharges, reduce runoff, reduce erosion and sedimentation, and increase filtration and infiltration, in areas permitted. The NPDES permit requirements have been set by the SWRCB and implemented by the Santa Ana RWQCB to reduce incremental effects of individual projects so that they would not become cumulatively considerable. Therefore, overall potential impacts to water quality associated with present and future development in the watershed would not be cumulatively considerable

with compliance with all applicable laws, permits, ordinances, and plans. As detailed previously, the proposed Project would be implemented in compliance with all regulations, as verified during the permitting process. Therefore, cumulative impacts related to water quality would be less than significant.

Drainage: The geographic scope for cumulative impacts related to stormwater drainage includes the geographic area served by the existing stormwater infrastructure for the Project area, from capture of runoff through final discharge points. As described above, with the implementation of the Project, the on-site pervious surfaces would increase, and the proposed stormwater drainage basin infrastructure would accommodate stormwater runoff. Additionally, existing drainage flow patterns would be maintained. As a result, the proposed Project would not generate runoff that could combine with additional runoff from cumulative Projects that could cumulatively combine to impact drainage. Thus, cumulative impacts related to drainage would be less than significant.

5.9.9 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- Construction General Permit, Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ
- California Water Resources Control Board Low Impact Development (LID) Policy
- Regional MS4 permit (Order No. R8-2010-0036)
- City of Hemet Municipal Code, Section 14-471, Compliance with the NPDES permit

Plans, Programs, or Policies (PPPs)

PPP HYD-1: NPDES/SWPPP. As listed previously in Section 5.6, *Geology and Soils*.

PPP HYD-2: Santa Ana RWQCB MS4 Permit. As listed previously in Section 5.6, *Geology and Soils*.

5.9.10 PROJECT DESIGN FEATURES

None.

5.9.11 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts HYD-1 through HYD-8 would be less than significant.

5.9.12 MITIGATION MEASURES

No mitigation measures are required.

5.9.13 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Upon implementation of regulatory requirements, impacts related to hydrology and water quality would be less than significant. No significant and unavoidable hydrology and water quality impacts would occur.

5.9.14 REFERENCES

City of Hemet. (2020). *2020 Urban Water Management Plan.* https://www.hemetca.gov/DocumentCenter/View/7384/FINAL-City-of-Hemet-2020-UWMP-and-Water-Shortage-Contingency-Plan.

City of Hemet. (2012). *General Plan 2030*. https://www.hemetca.gov/534/Final-General-Plan-2030.

EMWD (Eastern Municipal Water District). (2019). *Hemet/San Jacinto Groundwater Management Area 2018 Annual Report*. https://www.emwd.org/hemetsan-jacinto-groundwater-management-area.

Federal Emergency Management Agency. (2026). *Flood Insurance Rate Map* (FIRM) 06065C1430H. https://hazards-fema.maps.arcgis.com/apps/webappviewer/ index. html?id = 8b0adb51996444d4879338b5529aa9cd.

Legacy CivilWorks Engineering, Inc. (2024). *Preliminary Hydrology Report*. **(Appendix I)**

David Evans and Associates, Inc. (2024). *Preliminary Water Quality Management Plan*. **(Appendix J)**

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5.10 Land Use and Planning

5.10.1 INTRODUCTION

This section provides an analysis of the proposed Project's consistency with applicable land use plans, policies, and regulations that guide the development of the Project site and evaluates the relationship of the Project with surrounding land uses. The analysis in this section is based, in part, on the following documents and resources:

- *City of Hemet General Plan 2030*, adopted January 2012
- *City of Hemet General Plan 2030 Environmental Impact Report*, certified January 2012
- City of Hemet Municipal Code

5.10.2 REGULATORY SETTING

5.10.2.1 State Regulations

California Planning and Zoning Law

The legal framework governing the exercise of local planning and land use functions by California cities and counties is outlined in the California Planning and Zoning Law, specifically Government Code Sections 65000-66499.58. Under State planning law, each city and county is required to adopt a comprehensive, long-term general plan. State law grants cities and counties considerable latitude in creating a general plan, but certain fundamental requirements must be met. Section 65302 of the California Government Code states, "The general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principle, standard, and plan proposals." While a general plan will contain the community vision for future growth, California law requires each plan to address the mandated elements listed in Section 65302. The mandatory elements for all jurisdictions are land use, circulation, housing, conservation, open space, noise, and safety. Each element must contain text and descriptions that set forth objectives, principles, standards, policies, and plan proposals.

5.10.2.2 Regional Regulations

SCAG Regional Transportation Plan and Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is designated by federal law as a Metropolitan Planning Organization (MPO) and under State law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles. SCAG develops transportation and housing strategies for southern California as a whole.

On September 3, 2020, SCAG's Regional Council adopted *Connect SoCal*, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS), which includes long-range regional transportation plans, regional transportation improvement programs, regional housing needs allocations, and other plans for the region. Most of the plan's goals are related to regional transportation infrastructure and transportation efficiency in the region. SCAG is required by federal law (23 U.S.C. Section 134 et seq.) to prepare and update the long-range RTP/SCS every four years to readjust its vision for the future, assess challenges, and rearticulate goals. On April 4, 2024, SCAG approved the updated and current *Connect*

SoCal, the 2024-2050 RTP/SCS (2024 RTP/SCS, or 2024 Connect SoCal). The 2024 Connect SoCal outlines a vision for a more resilient and equitable future, with investment, policies, and strategies for achieving the region's shared goals through 2050 (Southern California Association of Governments, 2024).

5.10.2.3 Local Regulations

City of Hemet General Plan 2030

Goals and policies from the City of Hemet General Plan that apply to the proposed Project include the following:

Land Use Element

Goal LU-1 **Achieve a balanced and sustainable pattern of land uses, community services and amenities that provide for the needs of the City's residents and businesses and enhance the overall quality of life in the community.**

Policy LU 1.1 **Land Use Mix.** Encourage a diverse mix of land uses throughout the City and within large master planned communities to provide opportunities for housing, commerce, employment, recreation, education, culture, social, civic and spiritual activity in balance with natural open spaces and adequately supported by public services and infrastructure.

Policy LU 1.2 **Job Creation.** Promote job growth within Hemet by establishing land use patterns that encourage commercial and industrial growth opportunities, improve the City's job-housing balance, reduce commute distances and time, lower vehicle emissions, and provide economic growth and stability for all segments of the City's population.

Policy LU 1.6 **Open Space Preservation.** Recognize and preserve open space, prominent landforms, natural beauty and critical environmental areas through creative design and integrate open space and trail networks within the urban fabric to enhance the character and quality of life.

Policy LU 1.8 **Balance Land Uses with Services.** Accommodate and locate the types, densities, and appropriate mix of land uses that can be adequately supported by the associated transportation network, utility infrastructure and public service such as schools parks and emergency services.

Policy LU 1.9 **Consistency with Land Use Districts.** Require new and infill development to be in conformance with the land use character and development intention of each land use District established in the General Plan and implementing specific plans, ordinances, and design guidelines.

Policy LU 1.12 **Flexibility Over Time.** Require development to occur within the designated range of density and intensity, but allow for flexibility in the types of uses to account for changes in industrial and employment markets, retail commercial enterprises, and housing needs and characteristics; provided that such use are consistent with the overall vision, goals, and policy intentions of the General Plan.

Policy LU 1.13 **Build a Strong Community.** Support the development of a strong, socially connected and ethnically diverse community, by working to provide a balance of jobs and housing within the City, reducing commute times, promoting community involvement and attractiveness, enhancing public safety, and providing a wealth of educational, cultural and recreational opportunities.

Goal LU-2 **Provide for new and infill development in compliance with Smart Growth Principles and in accordance with infrastructure and public service capacities.**

Policy LU 2.1 **Adequate Infrastructure.** Ensure that growth in developing areas of Hemet proceeds with the appropriate addition of infrastructure, public services and facilities to serve the new land uses and population. Ensure that infrastructure improvements are in place prior to, or concurrently with, new development.

Policy LU 2.2 **Public Service Levels.** Ensure that new development does not lower service levels for parks, schools, fire, police, libraries medical facilities, sewer, water, and flood control facilities, and impacts to these services are appropriately mitigated.

Policy LU 2.3 **Public Improvement Costs.** Require all developments to construct or pay their fair share cost for public improvements that are specifically and originally attributed to a single development, development area, or business.

Policy LU 2.4 **Concentrate Land Uses.** Promote efficient use of land resources through compact building design, infill development, and land use patterns that reduce infrastructure costs and make more effective use of existing and planned transportation systems and public facilities, and minimize impacts to natural environmental resources.

Policy LU 2.9 **Sustainable Design.** Require that new development be designed to minimize consumption of water, energy and other resources and provide long-term sustainable site and building design features.

Policy LU 2.11 **Stormwater Management.** Require a Stormwater Management approach to drainage systems that promotes multiple pw-poses for flood protection, water quality, groundwater recharge, habitat hydration, and serves as an attractive community amenity. Promote naturalized, soft- bottom channels and basins with landscaped banks and setbacks that incorporate trail systems where appropriate.

Policy LU 2.12 **Use of Recycled Water Systems.** Require connections and use of recycled water facilities where possible to irrigate public landscapes and create water elements that will add to community value.

Goal LU-3 **Avoid land use conflict and provide for compatible development.**

Policy LU 3.5 **Buffering of New Development.** Require new development to provide a transition from adjoining development of different land use and intensity through the use of buffers setbacks, edge treatments, site design, landscaping and building scale and orientation.

Policy LU 3.6 **School Site Compatibility.** Ensure that new development is compatible with the location of existing and planned school sites, particularly in relation to senior housing projects or nonresidential uses.

Policy LU 3.9 **Incompatible Uses.** Prohibit uses that lead to the deterioration of residential neighborhoods, or adversely affect its safety or residential character.

Goal LU-10 **Ensure that Hemet-Ryan Airport meets the transportation and public safety needs of the community and the region while maintaining compatibility with surrounding land uses.**

Policy LU 10.1 **Airport Influence Area.** Ensure that legislative land use decisions within the airport influence area are consistent with the Airport Land Use Compatibility Plan (ALUCP) and General Plan policies. All legislative land use proposals, i.e. General Plan amendments,

zone changes, Specific Plans, Specific Plan amendments, and ordinance amendments, that are citywide or located within the Airport Influence Area shall be reviewed by the Riverside County Airport Land Use Commission for consistency with the adopted ALUCP. All non-legislative land use proposals located within the Airport Influence Area will be reviewed by City staff as to consistency with the Compatibility Plan and considered by the City's approving body.

Policy LU 10.2 **Airport Land Use Compatibility.** As part of the development review process, ensure appropriate land use compatibility within airport compatibility zones by utilizing the Hemet-Ryan Airport Land Use Compatibility Plan (2017) and the latest Department of Aeronautics Handbook developed by the State of California, an Airport Compatibility Study may be warranted for projects within the Airport Influence area.

Goal LU-11 **Promote a strong and diversified economic base and retain and attract new investment, businesses, industries and employment opportunities to the City.**

Policy LU 11.1 **Attract New Businesses.** Support existing businesses and seek to attract new business and industries which strengthen and diversify Hemet's tax revenue base, improve wage- and salary levels, increase the variety of job opportunities, and employ the resident labor force.

Policy LU 11.2 **Job Growth Industries.** Facilitate job growth and business attraction and retention in areas such as green technology, tourism airport related industry, health care, leisure and hospitality, manufacturing, and related industries, retirement facilities and services, and by promoting the establishment of higher education and technical school in the City.

Policy LU 11.4 **Industrial Development.** Retain industrial land for businesses that provide jobs for manufacturing and processing of goods research and design, and other uses that create local revenue sources and employment opportunities.

Policy LU 11.9 **Consider Industrial Use Locations.** Discourage the provision of industrial uses in prime locations that are land intensive, generate few job opportunities and contribute minimal revenue or benefit to the City.

Policy LU 11.10 **Industrial Development Standards.** Require development standards that appropriately control the location and operation of industrial uses that use, store, transport or generate hazardous materials or unacceptable levels of noise and air pollution or other adverse impacts.

Community Design Element

Goal CD-1 **Enhance Hemet's sense of place and local identity to develop community pride and expand tourism and investment.**

Policy CD 1.1 **Unique Sense of Place.** Require quality site, architectural, and landscape designs that incorporate those qualities and characteristics that make Hemet a desirable place to live and work including: walkable blocks, distinctive parks and open space, tree-lined streets, and varied architectural styles.

Policy CD 1.2 **Hemet's visual image.** Reinforce and boost Hemet's visual image regionally by protecting its legendary views of the surrounding mountains.

Policy CD 1.5 **Design Excellence.** Require design excellence and compatibility in site planning, architecture, landscape design and signage.

Policy CD 1.6 **Sustainable Design.** Require new developments to incorporate sustainable design amenities and features including using landscape areas for stormwater management and treatment.

Policy CD 1.10 **Neighborhood Street Trees.** Encourage the strategic selection of street tree species to enhance neighborhood character and identity and preserve the health and diversity of the urban forest.

Goal CD-2 Use gateway markers, monuments, community signage, and landscaping to portray a positive visual entry into the City and to key locations.

Policy CD 2.3 **Community Landscape.** Require developers of residential subdivisions and commercial or industrial centers to submit a streetscape plan that defines a program of trees and plantings that uniquely identifies streets, principal entries and intersections, and activity centers such as parks and community centers within the development.

Goal CD-3 **Develop a streetscape system that provides cohesive design, enhances community image, incorporates green street concepts, and develops an attractive identity for the various City districts.**

Policy CD 3.5 **Variety of Streetscape Design.** Encourage a variety of designs in sidewalks and trails, with respect to alignment and surface materials, separating sidewalks from the curb along arterial streets to provide for a convenient and safe path of travel for pedestrians and bicyclists.

Policy CD 3.6 **Landscaped Parkways.** Require where appropriate the provision of landscaped parkways and street trees between roadways and sidewalks to create safe and attractive streets for pedestrians and motorists.

Policy CD-3.7 **Drought Tolerant Landscaping.** Encourage the use of drought tolerant landscape materials in streetscapes that are easy to maintain and that are compliant with the California Friendly Landscape Palette.

Policy CD-3.10 **Scenic Highway Landscaping.** Require implementation of the scenic highway setbacks and landscaping pursuant to the Community Design Element and the City's adopted Scenic Highway Setback Manual.

Policy CD-3.12 **Replacement Trees.** Replace any mature tree removed from private property or the public right-of-way with California-friendly or shade tree of similar size and shape, as reasonably feasible, and locate so as not to be a hazard or conflict with other utilities or public improvements.

Goal CD-5 **Promote attractive community design to make Hemet a more desirable place to live.**

Policy CD 5.2 **Scale and Character of Development.** New development should reflect the scale and character of the community as a whole, individual neighborhoods, street, site and surrounding buildings.

Policy CD 5.6 **Development Standards.** Continue to provide and update development standards to ensure higher quality building and site design.

Policy CD 5.7 **Design Standards and Guidelines.** Establish and consistently apply design standards and guidelines for residential, commercial, industrial and public facilities development.

Policy CD 5.8 **Lighting Aesthetics.** Reduce light pollution by requiring new developments to install suitable new fixtures and existing fixtures to be upgraded upon repair and maintenance, as appropriate.

Policy CD 5.11 **Buffers.** Require the provision of adequate buffers along the edges between industrial/commercial and residential areas, between professional office uses and single-family area and between multi-family and single-family areas and single-family areas of varying densities.

Policy CD 5.14 **Buildings that Front Streets.** Encourage buildings to be oriented to and actively focus on the public streetscape incorporating such features as building orientation, setbacks, facade articulation, ground-floor transparency, and location of parking.

Policy CD 5.15 **Screening of Off-Street Parking.** Reduce the visual prominence of parking by requiring off-street parking to be located behind structures or landscape features.

Policy CD 5.16 **Industrial Design.** Ensure that future industrial development follows adopted Industrial Design Guidelines and provides a clean and attractive appearance.

Goal CD-6 Ensure well designed public signage that identifies key City districts, development projects, businesses, and public facilities, and facilitates wayfinding.

Policy CD 6.1 **Sign Design.** Sign Design Encourage interesting, creative, and unique approaches to sign design with the following:

a. Signs should be architecturally integrated with their surroundings in terms of size, shape, color, texture, and lighting so that they are complementary to the overall design of the building.
b. Signs and monuments should complement a building's style and materials, and coordinate with the City's desired street character.
d. Sign fonts should be clear and legible to pedestrians and motorists, and be consistent in style and color.
e. Signs and sign monuments should be enhanced with the use of landscaping at their base.

Policy CD 6.2 **Sign Location.** Ensure that site plans for buildings and development projects identify locations and sizes for future signs.

Goal CD-7 **Enhance the visual image of the City through landscaping and perimeter walls and fencing.**

Policy CD 7.1 **Comprehensive Landscape Plan.** Improve the appearance of the City's districts, edges and corridors through a comprehensive landscape plan, provision of open space buffers and a pedestrian and bike trail system.

Policy CD 7.2 **Walls and Fences.** Installation of solid walls along area roadways should be avoided unless needed for a specific screening, safety, or sound attenuation purpose. Where walls or fences are necessary, the following should be considered:

a. Wrought Iron Fencing. Incorporation of wrought iron fencing into the solid wall designs can break up the linear stretches of blank surface. This technique, in combination with climbing vines and other landscaping, creates the illusion of the wall or fence being an integral component of the landscape design.

c. Bermed landscaping is encouraged to be used as an alternative to development of walls and fences.
f. Theme walls. Where provision of a wall or fence cannot be avoided, the establishment of theme walls or fences is encouraged. However, such walls should be coordinated with perimeter landscape design and provide aesthetic enhancement to the project without creating a "walled in" appearance. The use of any fencing or walls should also be consistent with the overall design theme of the development or adjoining existing developments.
g. Landscape buffering. Where construction of a solid wall which will be visible along a public street is necessary, provide landscaping such as trees, shrubs, or vines to soften the appearance of the wall, and to reduce undue glare, heat, and reflection. Ensure that fencing is constructed of durable materials which will resist the damaging effect of wind, rain, and irrigation.
h. Maintenance. When fences or walls are developed along a streetscape, whether solid or with wrought iron openings, it should be recognized that the adjacent homeowner or business is not likely to maintain landscaping outside of the wall or fence within the public right-of-way. Therefore, whenever fences or walls are to be developed along a streetscape, provisions should be made as part of the responsible project to identify maintenance responsibilities and the method proposed to ensure perpetual care for landscaped areas within public rights-of-way.

Policy CD 7.3 **Landscape Design.** Encourage the use of creative landscape design to enhance visual interest, reduce conflicts between different land uses, accommodate stormwater drainage and treatment, and incorporate drought tolerant landscape materials.

Goal CD-11 **Utilize the principles of safescape and defensible space to improve community image and personal safety.**

Policy CD 11.3 **Building Design.** Structures should be designed to have doorways, windows and porches opening toward the public rights-of-way to provide visibility and surveillance.

Policy CD 11.4 **Fences and Walls.** Walls and fences should be designed and placed where adequate visibility of the public rights-of-way can be maintained. Gates serve not only as access control but also as visual access points to public rights-of-way.

Policy CD 11.5 **Security Fencing.** Security fencing should be designed to be attractive to promote positive neighborhood identity and facilitate emergency access.

Policy CD 11.7 **Landscaping.** Landscaping should be placed in areas that will not block visibility. Landscaping should be well maintained to avoid overgrowth. Low level plant materials should be used in areas where increased visibility is desired.

Policy CD 11.8 **Lighting.** Lighting plays a significant role in maintaining a safe environment. Adequate lighting shall be provided along the streets/alleys, parking lot areas, pathways/sidewalks, public and private outdoor areas. Avoid potentially dark or shadowy areas.

Circulation Element

Goal C-1 **Build and maintain a transportation system that is designed to meet the current and future needs of Hemet's residents and businesses while providing a balance between mobility, cost, and the quality of the City's living environment.**

Policy C 1.3 **Traffic Flow.** Maintain Level of Service (LOS) C or better for roadway segment operations, and LOS D or better for peak-hour intersection movements. Portions of Florida Avenue and Sanderson Avenue may operate at or below LOS D on a case-by-case basis.

Policy C 1.9 **Driveway Standards.** As part of City roadway standards, maintain and enforce minimum driveway separation standards for the various types of roadways included in the City of Hemet General Plan Roadway Circulation Master Plan. Wherever possible, consolidate driveways on arterial streets and implement access redevelopment of adjacent parcels.

Policy C 1.11 **Parkway Design.** Emphasize the landscaping of parkways, roadways, entries, and gateways consistent with the Community Design Element including replacing any tree removed from the public right-of-way with a California friendly or shade tree of similar size and shape to a suitable location.

Policy C 1.15 **New Development.** Approval of new development projects shall:

a. require that all roadways within a new development be constructed to the ultimate right-of-way and that master-planned roadways next to the project site be, at a minimum, constructed to their master planned half-width plus 10 feet, or greater if necessary to maintain adequate traffic flow;
b. require new developments to meet roadway and intersection performance standards and/or contribute their fair share toward improvements pursuant to a traffic impact analysis;
c. require new developments within designated commercial corridors to acquire or grant reciprocal access and parking agreements to facilitate movement with adjacent commercial uses without affecting the adjacent roadway;
d. require dedication and improvement of adequate right-of-way along new roadways to minimize impacts of proposed development projects on the City's circulation system;
e. limit lot development to reverse frontage and/or side-one lots on all arterials.

Policy C 1.17 **Traffic Analyses.** Evaluate development proposals for potential impacts on the transportation and infrastructure system based on traffic analyses that follow the protocols established by the City. The traffic analysis should evaluate the need for both ultimate and interim improvements resulting from the development proposal.

Policy C 3.3 **Sight Distance.** Ensure that new roadways and intersections provide adequate sight distances for safe vehicular movement.

Policy C 3.4 **Emergency and Service Vehicle Right-of-Way**. Establish and implement street standards that maintain an acceptable right-of-way to accommodate emergency, utility, maintenance, and service vehicles.

Goal C-4 **Promote and support modes of transportation that offer an alternative to single-occupancy automobile use and help reduce air pollution and road congestion.**

Policy C 4.1 **Sustainable Urban Design.** Promote urban design measures that encourage alternatives to single-occupancy vehicle transportation and direct new growth along transportation corridors as a means of reducing roadway congestion, air pollution, and non-point source water pollution.

Policy C 4.5 **Development Alternatives.** Require new development to include opportunities for alternative transportation, such as bicycle paths, pedestrian connections, bicycle storage, and other facilities such as NEV paths, and charging stations.

Policy C 4.6 **Vehicle Mile Reduction.** Encourage and promote the reduction of vehicle miles traveled for all vehicles and for carbon-based fueled vehicles, and reduce the use of gasoline and diesel fuel for on-road vehicles in accordance with Senate Bill 375 regional and/or subregional targets established by the California Air Resources Board. Create and implement programs that will aid in improving air quality by reducing motor vehicle trips, such as those programs recommended by the Regional Transportation Plan, Riverside County Integrated Project, and the Southern California Air Quality Management Board.

Policy C 4.7 **Employer Incentives.** Encourage all employers, especially employers of 100 or more persons to support alternative forms of transportation by providing appropriate facilities, including parking for vanpools, bicycle parking, and passenger loading areas.

Policy C 4.15 **Transit-oriented Development Design Features.** Require new development to incorporate transit-oriented design features and attractive, accessible, and appropriate transit, bicycle, and pedestrian amenities to promote and support public transit and alternate modes of transportation, including but not limited to:

a. Designing transit stops to reduce disruption to vehicular traffic;
b. Locating transit stops to minimize the impact of buses and ridership on nearby neighborhoods;
c. Ensuring that all transit stops are ADA accessible;
d. Requiring transit stop amenities such as benches, shade, lighting, and shelters , where appropriate;
e. Requiring all new transit stops be equipped with bicycle racks and/or bicycle lockers;

Goal C-6 **Facilitate the movement of freight and goods as a means of economic expansion while protecting residents and travelers from the negative effects of truck operations and rail service.**

Policy C 6.4 **Truck Routes.** Maintain a system of truck routes that provides adequate access to industrial and commercial areas and areas of appropriate truck parking without intruding on residential neighborhoods.

Policy C 6.5 **Truck Access.** Require that new commercial and industrial development projects provide adequate truck access, parking, and loading.

Community Services and Infrastructure Element

Goal CSI-1 **Coordinate new development and redevelopment with the provision of adequate infrastructure for water, sewer, stormwater, communications.**

Policy CSI 1.1 **Infrastructure Availability.** Encourage future development to occur in areas where infrastructure for water, sewer, and stormwater can most efficiently be provided.

Policy CSI 1.2 **Infrastructure Adequacy.** Ensure that new development and redevelopment provides infrastructure for water, sewer, and stormwater that adequately serves the proposed uses and that has been coordinated with affected infrastructure providers.

Policy CSI 1.3 **Provider Notification.** Provide development information to local water districts, Riverside County Flood Control and Water Conservation District, and energy utilities to assist in their planning efforts to ensure adequate infrastructure is available for anticipated development.

Goal CSI-2 **Maintain a water delivery system that is capable of meeting the daily and peak demands of Hemet residents and businesses in an efficient and environmentally sound manner.**

Policy CSI 2.1 **Agency Coordination.** Coordinate with the Eastern Municipal Water District and Lake Hemet Municipal Water District to meet the projected water demand and to ensure reduction of existing and projected water supply impacts.

Policy CSI 2.2 **Water Supply Assessments.** Require evidence of adequate water supply, or a water supply assessment when appropriate pursuant to state law, to support proposed development.

Policy CSI 2.3 **Performance Standards.** Developments shall be required to install water facilities sufficient to meet performance standards established by the water agency serving the project. All facilities must be operational prior to issuance of building permits.

Policy CSI 2.7 **Ground Water Recharge.** Ensure that adequate aquifer water recharge areas are preserved and protected through a comprehensive water management strategy.

Policy CSI 2.8 **Best Management Practice Features/Equipment.** Require installation of best management practice features for water for all new development and for applicable rehabilitation.

Policy CSI 2.9 **Location of Water Lines.** As part of discretionary project approvals and building permit reviews, require that all future water lines be located within street or alley rights-of-way.

Goal CSI-3 **Ensure the provision of a wastewater collection, treatment, and disposal system capable of meeting the daily and peak demands of Hemet residents and businesses in an efficient and environmentally sound manner.**

Policy CSI 3.1 **Performance Standards.** New development shall install sufficient sewer facilities needed to meet performance standards established by the site's wastewater collection agency.

Policy CSI 3.2 **Location of Sewer and Gray Water Lines.** Require that all future sewer and gray water lines be located within street or alley rights-of-way.

Goal CSI-4 **Maintain adequate stormwater management and drainage systems to help protect against flood hazards, recharge the aquifer, and preserve groundwater quality.**

Policy CSI 4.1 **Sufficient Service.** Ensure sufficient levels of stormwater drainage are provided to protect the community from flood hazards and to minimize the discharge of materials into the storm drain system that are toxic or that would obstruct flows.

Policy CSI 4.2 **100-Year Storm Flows.** Provide public storm drainage facilities to adequately accommodate expected 100-year flood flows. Ensure that roadways remain passable for at least one lane in each direction. Coordinate with the Riverside County Flood Control District regarding the preference and requirements for District maintenance of regional and master planned drainage facilities.

Policy CSI 4.3 **Pollutant Discharge**. Prevent pollutant discharge into storm drain systems and natural drainages and aquifers by cooperating in regional programs with stakeholders and the Regional Water Quality Control Board to implement the National Pollutant Discharge Elimination System program, Storm Water Pollution Prevention Plans, Water Quality Master Plans, , comply with the requirements of the Lake Elsinore Canyon Lake TMDL to

reduce nitrogen and phosphorous in the San Jacinto River Watershed, and provide education on best management practices for the public and the development community.

Policy CSI 4.4 **Groundwater Recharge.** Require development projects to minimize stormwater runoff and provide on-site opportunities for groundwater recharge that are integrated into the project design and amenities, and utilizing Low Impact Development techniques.

Policy CSI 4.5 **Drainage System Mitigation.** In accordance with the City's performance standards for drainage facilities mandated by Measure C, require any significant impacts on local and regional storm drain systems associated with proposed development or redevelopment to be mitigated including the preparation of downstream drainage mitigation plans when appropriate to the scale and location of the project.

Policy CSI 4.6 **Aesthetic Design.** Require use of landscaped swales and detention areas that provide percolation to the greatest extent possible using best management practices in order to promote sensitive and aesthetic design solutions for retaining on-site the incremental increases in runoff from a development site.

Policy CSI 4.7 **Bioswales.** Discourage lined channels and encourage "soft bottom" channels that provide slower water runoff, first flush capabilities, groundwater recharge potential, and streambed vegetation.

Policy CSI 4.10 **Low Impact Development.** Limit disruption of natural hydrology by reducing impervious cover, increasing on-site infiltration, and managing stormwater runoff at the source. Use the following principles in development design:

1. On undeveloped sites proposed for development, promote on-site stormwater infiltration through design techniques such as pervious paving, draining runoff into bioswales or properly designed landscaped areas, preservation of natural soils and vegetation, and limiting impervious surfaces;
2. On previously developed sites proposed for major alteration, provide stormwater management improvements to restore natural infiltration to the extent practicable;
3. Provide flexibility for design standards on impervious surfaces when it can be shown that such reductions will not have a negative impact and will provide the benefits of stormwater retention, groundwater infiltration, reduction of heat islands, enhancement of habitat and biodiversity, and other environmental benefits.
4. Encourage and promote the use of new materials, Best Management Practices, and technology for improved stormwater management, such as pervious paving, green roofs, rain gardens, and vegetated swales.
5. Integrate detention and retention basins into the landscape design of development sites using methods such as a network of small ephemeral swales treated with attractive planting.
6. Discourage the use of mounded turf and lawn areas that drain onto adjacent sidewalks and parking lots; replace these areas with landscape designs that retain runoff and allow infiltration.

Policy CSI 4.11 **Ahwahnee Water Principles.** Incorporate the Ahwahnee Water Principles for Resource Efficient Land Use into development design, as appropriate, to reduce costs and improve the reliability and quality of the City's water resources.

Goal CSI-5 **Facilitate the provision and maintenance of adequate systems to provide and conserve natural gas, electricity, and telecommunications systems.**

Policy CSI 5.3 **Energy Services.** Ensure the provision of reliable, quality energy services and promote energy conservation throughout the City.

Policy CSI 5.4 **Solar Energy** Encourage new buildings to maximize solar access to promote passive solar energy use, natural ventilation, effective use of daylight, an on-site solar generation.

Policy CSI 5.5 **Energy Efficient Design.** Encourage the efficient use of energy resources by residential, commercial, and industrial users by requiring project proposals to incorporate energy efficient products and techniques into their designs in accordance with adopted California Green Building Standards Code standards and other adopted development standards.

Policy CSI 5.8 **Agency Coordination.** Provide early notification to utility companies regarding new development to ensure that services will be available in a timely manner, and encourage developers of large scale or complex developments to contact local utilities early in the process to insure that projected energy and utility demands will be able to be accommodated.

Goal CSI-6 **Maintain an adequate and efficient system of collection and disposal of solid waste generated in the City in compliance with California Integrated Waste Management Board requirements.**

Policy CSI 6.1 **Solid Waste System.** Promote efficient, economical, and environmentally sound waste collection, management, and disposal.

Policy CSI 6.2 **Recycling.** Achieve maximum diversion of materials from disposal through the reduction, reuse, and recycling of wastes to the highest and best use.

Policy CSI 7.1 **City/School Districts Coordination.** Coordinate development activity between the City and area school districts to adequately provide for the needs of the school districts through the collection of development fees and the appropriate location of school sites.

Policy CSI 7.2 **Early Participation**. Involve area school districts in the review process for new development to ensure that the school district can serve the new development and to minimize associated impacts.

Policy CSI 7.8 **Infrastructure Design.** To the extent feasible and appropriate, infrastructure designed for new development shall provide a beneficial impact on the location and implementation of community facilities such as schools, parks, fire stations, and other public services.

Public Safety Element

Goal PS-1 **Reduce risks to the community from seismic activity and geologic conditions, including ground shaking, fault rupture, liquefaction, and landslides.**

Policy PS 1.1 **Seismic Standards.** Strictly enforce the most recent state regulations governing seismic safety and structural design to minimize damage to structures from seismic or geologic hazards.

Policy PS 1.2 **Risk Reduction.** Reduce the risk associated with structures that would likely be seriously damaged during a major earthquake, such as those located in high-risk seismic areas, critical or emergency facilities, and buildings that do not meet current seismic codes through on-site building placement, seismic retrofitting, development outside of geologically hazardous zones, and other means.

Policy PS 1.3 **Slope Stability.** Require adequate mitigation of potential impacts from erosion, slope instability, or other hazardous slope conditions for development occurring on slope and hillside areas.

Policy PS 1.6 **Alquist-Priolo.** Require that all new development comply with the Alquist-Priolo Earthquake Fault Zoning Act.

Policy PS 1.7 **Emergency Access.** Seek to maintain emergency access in the event of an earthquake by siting arterial roadways to avoid fault zones and designing roadways to mitigate damage.

Goal PS-2 **Reduce risk of property damage and human injury from flood hazards.**

Policy PS 2.2 **Flood Area Preservation.** Encourage flood control infrastructure that does not reduce the natural character or limit use of the site.

Policy PS 2.3 **New Development.** Minimize additional flood risk exposure in developing areas.

Policy PS 2.6 **100-Year Flood Zone.** Require new construction within the 100-year flood zone to meet National Flood Insurance Program standards.

Goal PS-4 Protect lives and property from the potential dangers associated with the use of Hemet-Ryan Airport while recognizing and maintaining its function as a part of Hemet's transportation system.

Policy PS 4.1 **Land Use Compatibility.** Minimize the risk of potential hazards associated with aircraft operations at the Hemet- Ryan Airport through the implementation of the 2017 Hemet-Ryan Airport Land Use Compatibility Plan, and review of legislative land use changes and ordinances located within the Airport Influence Area by the Airport land Use Commission (ALUC).

Policy PS 4.2 **Airport Safety Zones.** Maintain adequate open space or compatible development adjoining the Hemet-Ryan Airport as required for safety as identified in the updated and adopted 2017 Hemet-Ryan Airport Land Use Compatibility Plan.

Policy PS 4.4 **Project Compatibility Review.** As part of the City's development review process, applications for the development of land located within the Hemet-Ryan Airport Influence Area shall be reviewed for compatibility with both the City of Hemet's General Plan and the adopted Hemet-Ryan Airport Land Use Compatibility Plan. Additionally, all development applications shall be reviewed to whether notice to the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) is required pursuant to Part 77 of the Federal Aviation Regulations. If such notice is required, no building permits shall be issued until the FAA OES has issued a "Determination of No Hazard to Air Navigation."

Policy PS 4.5 **Project Suitability Review.** Each development application shall be reviewed in light of the best and most current evidence regarding airport use, noise, potential risks, and safety practices, to ensure that each development is suitable for its proposed location.

Policy PS 4.6 **Project Noise Mitigation.** Each development application shall be required to demonstrate that the project will utilize construction technologies that are designed to reduce interior noise in airport adjacent uses.

Policy PS 4.7 **Avigation Easements.** Avigation easements shall be required for all land uses located wholly or partially in Compatibility Zones A, B, and B2 as part of the development review process. Recorded deed notices advising residents and business owners of the proximity

of the Hemet-Ryan Airport shall be required for all new development in Compatibility Zones C and D.

Policy PS 4.8 **Project Operating Compatibility.** Development applications shall be subject to the following airport land use restrictions:

a. Any use that would direct a steady light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport, other than a navigational signal light or visual approach slope indicator approved by the Federal Aviation Administration, shall be prohibited.
b. Any use that would cause sunlight to be reflected toward an aircraft engaged in initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet- Ryan Airport shall be prohibited.
c. Any use that would generate smoke or vapor, that could attract large concentrations of birds, or that may otherwise affect safe air navigation within the area shall be prohibited.
d. Any use that would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation shall be prohibited.
e. Any proposed use within the City that is 200 feet or more in height shall be reviewed by the Airport Land Use Commission and the FAA in regard to airport safety and operational considerations.

Policy PS 4.9 **Aviation Wildlife Hazards.** Projects that would create a potential to attract hazardous wildlife to, or in the vicinity of, the Hemet-Ryan Airport shall be reviewed for consistency with the standards, practices, and suggestions recommended by the U.S. Department of Transportation, Federal Aviation Administration.

Goal PS-5 **Protect lives and property from dangers associated with the storage, use, and transport of hazardous materials.**

Policy PS 5.1 **Enforce Regulations.** Implement and enforce regulations from federal and state authorities on the use, storage, disposal, and transportation of hazardous materials.

Policy PS 5.5 **Hazardous Material Locations.** Require that uses that treat hazardous wastes generated off-site and that may pose a significant risk to public health by using, storing, transporting, or disposing of hazardous materials and wastes be located in areas planned and zoned for industrial use and not in proximity to residential, school, or other sensitive land uses.

Policy PS 5.6 **Development Standards.** Ensure that new development sites have been sufficiently surveyed for contamination, particularly if near existing or former toxic or industrial sites; adequately remediated, if necessary, to meet all applicable laws and regulations; suitable for human occupation; and protected from known hazardous and toxic materials.

Goal PS-6 **Protect lives, property, and natural resources from the potentially disastrous effects of fire hazards.**

Policy PS 6.1 **Fire Protection Standards.** Adopt and enforce federal, state, and local construction and design standards regarding fire prevention and protection, particularly for high-occupancy, dependent-care, or essential facilities.

Policy PS 6.2 **Individual Fire Protection Systems.** Require all new commercial, industrial, institutional, multiple-family residential, and mixed-use developments to install fire protection systems

and encourage the use of automatic sprinkler systems where not otherwise required by existing codes and ordinances.

Policy PS 6.3 **Safe Structures.** Continue to conduct building and fire code inspections and enforcement to ensure safe structures and the protection of land and property.

Policy PS 6.4 **Safety Exits.** Require all new development projects to incorporate adequate egress systems in their design and encourage existing structures to upgrade their egress systems.

Policy PS 6.8 **Fire Hazard Mitigation.** Mitigate existing fire hazards related to urban development or patterns of urban development as they are identified and as resources permit.

Goal PS-7 Ensure that an adequate service level of fire protection is provided for all residents, visitors, and businesses throughout the City of Hemet.

Policy PS 7.1 **Fire Service Response.** Assess the impacts of incremental increases in community development density and intensity and subsequent impacts on traffic congestion, municipal infrastructure capacity, fire hazards, and emergency response times. Ensure through the development review process that new development and redevelopment will not result in a reducing fire protection services below acceptable, safe levels with adequate fire flows and response time of five minutes or less for 80 percent of fire and emergency calls on both a citywide and response area basis.

Policy PS 7.3 **Development Impacts.** Require development projects to contribute development impact fees, form public safety districts, or other financing mechanisms based on their proportional impact and on-going demand for fire services.

Policy PS 7.4 **Emergency Access.** Require adequate access for emergency vehicles, including adequate street widths, vertical clearance on new streets, and multiple points of access.

Policy PS 7.5 **Fire Protection Adequacy.** Maintain adequate and appropriate personnel, emergency vehicles, and other firefighting equipment and technology to respond to fires and other disasters or emergencies.

Goal PS-8 **Ensure a secure environment with minimized risk of crime for residents, visitors, and businesses throughout the City of Hemet.**

Policy PS 8.1 **Police Services.** Ensure through the development review process that new development and redevelopment will not result in a reduction of law enforcement services below acceptable, safe levels with a seven minute average response time for emergency calls within urban areas, and a nine minute average response time for emergency calls in rural areas. Maintain sufficient and adequate facilities, personnel, and services to meet the community's needs.

Policy PS 8.3 **Development Impacts.** Require development projects to contribute development impact fees, form public safety districts, or other funding mechanisms based on their proportional impact and on-going demand for police services.

Goal PS-9 Improve community safety and reduce opportunities through criminal activity through appropriate physical design.

Policy PS 9.1 **Defensible Space.** Require new developments to incorporate site design that help ensure maximum visibility and security for entrances, pathways, streets, sidewalks, corridors, public and private open space, and parking lots and structures.

Policy PS 9.2 **Adequate Project Lighting.** Require appropriate lighting to be incorporated that provides adequate exterior illumination around commercial, business-park, public, parking, and multiple-family structures.

Goal PS-11 **Manage noise levels through land use planning and development review.**

Policy PS 11.1 **Noise Standards.** Enforce noise standards to maintain acceptable noise limits and protect existing areas with acceptable noise environments.

Policy PS 11.2 **Design to Minimize Noise.** Encourage the use of siting and building design techniques as a means to minimize noise.

Policy PS 11.3 **Evaluate Noise.** Evaluate potential noise conflicts for individual sites and projects, and require mitigation of all significant noise impacts (including construction and short-term noise impacts) as a condition of project approval.

Policy PS 11.4 **Protect Noise-Sensitive Uses.** Protect noise-sensitive uses from new noise sources.

Goal PS-12 Minimize noise conflicts from transportation sources and airports.

Policy PS 12.1 **Traffic Noise.** Minimize noise conflicts between current and proposed land uses and the circulation network by encouraging compatible land uses around critical roadway segments with higher noise potential.

Policy PS 12.3 **Airport Noise.** Ensure that future development in the vicinity of Hemet-Ryan Airport is compatible with current and projected airport noise levels in accordance with the noise standards presented in Table 6.4 [of the Public Safety Element].

Goal PS-13 **Minimize noise conflicts with stationary noise generators.**

Policy PS 13.1 **Protect Valuable Noise Sources.** Protect the continued viability of economically valuable noise sources such as commercial and industrial facilities and the Hemet-Ryan Airport.

Open Space and Conservation Element

Goal OS-1 **Preserve and protect critical open space and natural resources.**

Policy OS 1.1 **Development Proposals.** Require development proposals to identify significant biological resources and to provide mitigation, including the use of adequate buffering and sensitive site planning techniques, selective preservation, provision of replacement habitats, and other appropriate measures as may be identified in habitat conservation plans or best practices related to particular resources.

Policy OS 1.6 **Habitat Conservation Plans.** Coordinate with Riverside County and other relevant agencies to implement the Western Riverside County Multiple-Species Habitat Conservation Plan, the Habitat Conservation Plan for the Stephens' Kangaroo Rat in Western Riverside County, and any other applicable habitat plan.

Policy OS 1.7 **Wildlife Movement Corridor.** Continue efforts to establish a wildlife movement corridor in areas such as the San Jacinto River corridor, Santa Rosa Hills, Lakeview Mountains, and the open space areas surrounding Diamond Valley Lake. As applicable, new development in these areas shall incorporate such corridors. To minimize impediments to riparian wildlife movement, new roadways over ravines, arroyos, and drainages shall maintain wildlife corridors by incorporating bridges or culverts, where practical.

Policy OS 1.8 **Local Resource Preservation.** Maintain and enhance the natural resources of the Santa Rosa Hills, Tres Cerritos Hills, Salt Creek, Bautista Canyon, San Jacinto River/Bautista Creek, Reinhardt Canyon, Lakeview Mountains, Diamond Valley Lake, and all other waterways, ecosystems, and critical vegetation to ensure the long-term viability of habitat, wildlife, and wildlife movement corridors.

Policy OS 1.9 **Partnerships.** Support efforts of local, state, and federal agencies and private conservation organizations to preserve, protect, and enhance identified open spaces and natural resources.

Policy OS 2.2 **Resource Conservation.** Conserve view corridors and ridgelines, the San Jacinto River and Mountains, slopes, significant rock outcroppings, historic and landmark trees, and other important landforms and historic landscape features through the development review process.

Policy OS 2.4 **Landscaping Guidelines.** Require developers and residents to incorporate native drought-resistant vegetation and shade trees into landscape designs to conserve water, improve comfort, augment neighborhood aesthetics, reduce energy use from operation of buildings, and maximize carbon capture and storage.

Goal OS-5 **Conserve and protect surface water, groundwater, and imported water resources.**

Policy OS 5.1 **Natural Approaches.** Use natural approaches to the maximum extent possible to manage streams and create drainage infrastructure systems to protect groundwater recharge areas, conserve groundwater resources, maintain water quality through pollution reduction, channel drainage in environmentally sensitive ways, and design attractive and multi-use open space areas for recreation and habitat.

Policy OS 5.2 **Protection of Groundwater Resources.** Identify and protect the area's waterways and groundwater resources from depletion and sources of pollution in cooperation with local water districts, Riverside County Flood Control District, the Santa Ana Regional Water Quality Control Board, or other appropriate agencies.

Policy OS 5.3 **Development Design.** Encourage the efficient use of water resources by residential, commercial, and industrial users by requiring development project proposals to incorporate best management practices into their designs, including the use of new technology in development design.

Policy OS 5.5 **Water Efficient Landscaping.** Require new landscape installations or rehabilitation projects by public agencies, nonresidential developers, multi-family residential developers, and homeowners to use water efficiently, encourage water conservation, and prevent water waste.

Goal OS-6 **Conserve energy resources through the use of available technology and conservation practices.**

Policy OS 6.1 **CALGreen Standards.** Encourage the efficient use of energy resources by residential, commercial, and industrial users by requiring project proposals to incorporate energy-efficient products and techniques into their designs in accordance with adopted California Green Building Standards Code standards and other development standards.

Policy OS 6.3 **Federal, State, Utility Company Incentives.** Encourage homeowners, business owners, and other energy users to use incentives offered by federal, state, and utility companies;

to identify voluntary retrofit opportunities and funding options that increase building energy performance; and to reduce energy consumption.

Policy OS 6.5 **Clean Energy.** Support the use and production of clean energy resources through green technology and programs that promote wind, solar, renewable, biomass, and cogenerating energy resources, where compatible with adjacent land uses.

Policy OS 6.6 **Solar Energy.** Encourage existing or new structures to maximize solar access by promoting passive solar energy design, natural ventilation, effective use of daylight, an onsite solar generation.

Policy OS 6.7 **Recycling.** Promote the use of recycling and recycled materials in development projects and consumable products.

Goal OS-7 **Improve air quality and seek to reduce green house gas emissions.**

Policy OS 7.1 **Development Design and Practices.** Reduce the amount of air pollution emissions from mobile and stationary sources, and enhance the South Coast Air Basin by using best management practices in development proposals and project implementation.

Policy OS 7.6 **Transportation Trip Management.** Encourage employers to implement transportation demand management (TDM) measures to reduce trips and vehicle miles traveled.

Policy OS 7.8 **Green Building Techniques**. Encourage green building techniques that improve indoor air quality, energy efficiency and conservation in buildings, and utilization of renewable energy sources.

Policy OS 7.9 **Stationary Source Pollution.** Continue to minimize stationary source pollution through the following:

- Ensure that industrial and commercial land uses are meeting existing South Coast Air Quality Management air thresholds by adhering to established rules and regulations.
- Encourage the use of new technology to neutralize harmful criteria pollutants from stationary sources.
- Reduce exposure of the City's sensitive receptor s to poor air quality nodes through smart land use decisions.

Policy OS 7.11 **Fugitive Dust.** Reduce the amount of fugitive dust released into the atmosphere by construction and demolition, materials handling, paved roads, unpaved roads, and stock piles through development standards and compliance with CEQA regulations.

Policy OS 7.12 **Best Management Practices**. Ensure all applicable best management practices are used in accordance with South Coast Air Quality Management District (SCAQMD) to reduce emitting criteria pollutants during construction.

Goal OS-8 **Promote practices that fulfill present and future housing and economic needs while not harming natural resources, depleting renewable energy resources, or disrupting environmental systems.**

Policy OS 8.2 **Land Use Planning.** Encourage new and infill development that provides employment opportunities for Hemet residents, is located near activity centers or along transportation corridors, and incorporates off-road trails for pedestrians and cyclists to reduce the length and number of vehicle trips.

Policy OS 8.4 **Local Employment.** Continue to create local employment opportunities by maintaining an adequate supply of designated commercial and industrial land, in accordance with the Land Use Element.

Policy OS 8.5 **Jobs/Housing Balance.** Improve the City's jobs-housing balance by encouraging the development, expansion, and retention of business.

Policy OS 8.6 **Vehicle Miles Traveled.** Cooperate with regional, state, and federal agencies to reduce vehicle miles traveled and consequent emissions through job creation.

Policy OS 8.7 **Innovative Practices.** Encourage the efforts of utility companies, water companies, private businesses, and other persons or organizations in their efforts to institute sustainable practices in their operations.

City of Hemet Municipal Code

Chapter 90 of the City's Municipal Code is the Hemet Zoning Code. By adhering to the standards outlined in the zoning code, the City will achieve sustainable growth more efficiently. The Zoning Code outlines the City's guidelines and requirements for developments of each zoning type. Industrial projects within the City must adhere to standards provided in Section 90-1045. These standards include allowed uses within industrial zones and development standards such as maximum height, setback requirements, and parking requirements. The Project will be required to comply with these standards for development approval.

5.10.3 ENVIRONMENTAL SETTING

The Project site is located southwest of the intersection of West Acacia Avenue and Cawston Avenue North in the western portion of the City of Hemet within the western portion of Riverside County. The Project site encompasses approximately 60.86 acres and comprises one parcel identified as Assessor's Parcel Number (APN) 456-010-025. The Project site has a General Plan land use designation of Community Commercial (C-C) and the southern portion has a land use designation of Business Park (B-P). The site's northern portion is zoned Commercial Community (C-2) and covers 23.9 acres; the southern portion of the Site is zoned Business Park (B-P) and covers 36.96 acres.

Land uses surrounding the Project site are varied and include vacant land with some scattered residential and commercial:

- **North:** Shopping center, mobile home park, and auto center
- **West:** Mobile home park
- **South:** Hemet-Ryan Airport and undeveloped land
- **East:** Solar photovoltaic farm and undeveloped land

5.10.4 AREAS OF PUBLIC CONCERN

During the Notice of Preparation (NOP) public review period, comments were received from agencies, organizations, and members of the public regarding potential environmental effects associated with the proposed Project related to land use and planning. The comments reflected concerns regarding the following topics:

- Concern regarding the compatibility of the industrial land use with adjacent residential neighborhoods and surrounding community character.

- Concern regarding consistency of the proposed Project with applicable plans, programs, policies, ordinances, and regulations, including the City's General Plan and zoning designations.
- Concern regarding the introduction of industrial uses adjacent to existing single-family residential areas and the perceived incompatibility of the land use.
- Concern regarding whether the proposed Project is consistent with appropriate land use planning practices and existing development patterns in the Project vicinity.

These comments were reviewed and considered during preparation of this Draft EIR. The issues raised by agencies, organizations, and members of the public are addressed through the analysis presented in this section and informed by the relevant technical studies and supporting documentation prepared for the proposed Project.

Where applicable, the analysis in this section:

- Evaluates the potential for the Project to result in the environmental effects identified in public comments.
- Incorporates standard regulatory requirements, design features, and/or mitigation measures intended to reduce potential impacts, and
- Provides additional explanation regarding the basis for impact determinations in response to issues raised during the public review process.

It is important to note that while all comments received during the public review process were reviewed and considered, the determination of significance under CEQA is based on substantial evidence in the record, including technical studies, applicable thresholds of significance, and regulatory requirements. In certain instances, concerns raised during public review reflect issues that are broader policy considerations or site-specific preferences; however, this Draft EIR focuses on impacts to the physical environment as defined under CEQA Guidelines Section 15382.

5.10.5 THRESHOLDS OF SIGNIFICANCE

Appendix G of the State CEQA Guidelines indicates that a project could have a significant effect if it were to:

LU-1 Physically divide an established community.

LU-2 Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

The Initial Study (Appendix A) established that the proposed Project would not result in impacts related to Threshold LU-1; therefore, no further assessment of this threshold is required in this Draft EIR.

5.10.6 METHODOLOGY

The evaluation of impacts of land use and planning is based on comparing the proposed Project to the applicable plans, policies, and regulations to determine if implementation of the Project would conflict with a plan, policy, or regulation adopted to avoid or mitigate an environmental effect.

5.10.7 ENVIRONMENTAL IMPACTS

IMPACT LU-2: WOULD THE PROJECT CONFLICT WITH ANY LAND USE PLAN, POLICY, OR REGULATION ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?

Less than Significant Impact. The proposed Project must comply with any applicable federal, state, regional, and local land use plans, policies, and regulations. Projects should be consistent with applicable policies to promote the efficient, sustainable growth projected in the long-term planning documents. At a regional level, the proposed Project would comply with the goals and policies presented in SCAG's RTP/SCS. Locally, the Project would comply with the City's General Plan and City's Municipal Code.

SCAG Regional Transportation Plan/Sustainable Communities Strategy Policies. SCAG's RTP/SCS policies focus largely on regional transportation and the efficiency of transportation, which are implemented by counties and cities within the SCAG region as part of the overall planning and maintenance of the regional transportation system. The policies are not directly applicable to the Project. Table 5.10-1 shows that the Project would not conflict with the adopted Connect SoCal 2024. Therefore, impacts would be less than significant.

Table 5.10-1: Project Consistency with 2024 SCAG Connect SoCal Regional Transportation Plan/Sustainable Communities Strategy Policies

2024 Connect SoCal Strategy/Policy	Project Consistency with Policy
Complete Streets	
Support implementation of Complete Streets demonstrations (including those addressing curb space management) to accommodate and optimize new technologies and micromobility devices, first/last mile connections to transit and last-mile deliveries	**Consistent.** The proposed Project includes roadway improvements on the adjacent streets of West Acacia Avenue and Cawston Avenue North. Additionally, the proposed project includes a GPA to the City's Roadway Circulation Master Plan to vacate Whittier Avenue along the southern property line. In coordination with the City of Hemet, Whittier Avenue would be vacated along the project frontage and would terminate at the extended Cawston Avenue. This request is driven by the infeasibility of completing Whittier Avenue in that section, as multiple easements would be required. Cawston Avenue would be built out to a 64-foot roadway width, featuring a 15-foot parkway that includes a 5-foot walkway and a 10-foot landscape buffer along the Project's frontage. West Acacia Avenue would be upgraded from its existing 30-foot roadway width to 64 feet wide. The improvements would also include a 15-foot parkway along the Project's frontage, featuring a 5-foot landscape buffer, a 5-foot sidewalk, and an additional 5-foot landscape buffer. As discussed in Section 5.14, *Transportation*, the proposed Project has been designed to comply with the roadway development standards specified in Policy C 1.15. Additionally, all driveways would be constructed according to the Roadway Circulation Master Plan. All required improvements have been incorporated as part of this DEIR and would be reviewed during the City's plan check process.
Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g.,	**Consistent.** The proposed Project includes roadway improvements on the adjacent streets of West Acacia Avenue and Cawston Avenue North. Additionally, the proposed project includes an GPA to the City's Roadway Circulation Master Plan to vacate Whittier Avenue along the southern property line. In

2024 Connect SoCal Strategy/Policy	Project Consistency with Policy
people walking, biking, rolling, driving, taking transit).	coordination with the City of Hemet, Whittier Avenue would be vacated along the project frontage and terminate at the extended Cawston Avenue. This request is driven by the infeasibility of completing Whittier Avenue in that section, as multiple easements would be required. Cawston Avenue would be built out to a 64-foot roadway width, featuring a 15-foot parkway that includes a 5-foot walkway and a 10-foot landscape buffer along the Project's frontage. West Acacia Avenue would be upgraded from its existing 30-foot roadway width to 64 feet wide. The improvements would also include a 15-foot parkway along the Project's frontage, featuring a 5-foot landscape buffer, a 5-foot sidewalk, and an additional 5-foot landscape buffer. As discussed in Section 5.14, *Transportation*, the proposed Project has been designed to comply with the roadway development standards specified in Policy C 1.15. Additionally, all driveways would be constructed in accordance with the Roadway Circulation Master Plan. All required improvements have been incorporated as part of this DEIR and would be reviewed during the City's plan check process.
Support community-led Complete Streets plans and projects, including those that take into account how to mitigate or adapt to climate change impacts (e.g., extreme heat)	**Not Applicable.** This is not a project-specific goal and is, therefore, not applicable.
Transit and Multimodal Integration	
Increase multimodal connectivity (e.g., first/last mile transit and airport connections), which includes planning for and developing mobility hubs throughout the SCAG region	**Consistent.** As discussed in Section 5.14, *Transportation*, the Project would install new sidewalks along West Acacia Road and Cawston Avenue, as well as provide bike racks on site. The Project would also be in an area that contains several existing bus stops for transit services provided by Riverside Transit Agency (RTA) and existing bikeways. The closest bus stop to the Project site is located approximately 0.1 miles to the north at the intersection of Acacia Avenue and SR-79. Approximately 0.58 miles east of the Project site is an additional bus stop within Routes 74 and 79, located on Sanderson Avenue between SR-79 and Acacia Avenue.
Encourage and support the implementation of projects, both physical and digital, that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility and safety.	**Consistent.** As discussed in Section 5.14, *Transportation*, the Project would install new sidewalks along West Acacia Road and Cawston Avenue and provide bike racks on site. The proposed Project would also be in an area that contains several existing bus stops for transit services provided by the Riverside Transit Agency (RTA) and existing bikeways. Additionally, the proposed Project would install new sidewalks along West Acacia Road and Cawston Avenue as well as provide bike racks on site. Implementation of the proposed Project would include roadway improvements on Acacia Avenue, a city-designated class II bike lane that includes restriping along the Project frontages. Therefore, the proposed Project would improve the City's bicycle network.
Encourage residential and employment development in areas surrounding existing and planned transit/rail stations.	**Consistent.** The proposed Project would not include residential development. As discussed in Section 5.12, *Population and Housing*, the proposed Project would generate 612 employees to operate four industrial warehouse buildings, which are anticipated to be filled by the local workforce and would not result in the need for additional housing.

2024 Connect SoCal Strategy/Policy	Project Consistency with Policy
	As discussed in Section 5.14, *Transportation*, the proposed Project would install new sidewalks along West Acacia Road and Cawston Avenue, and would provide bike racks on-site. It would also be located in an area that contains several existing bus stops for transit services provided by Riverside Transit Agency (RTA) and existing bikeways.
Expand the region's networks of bicycle and pedestrian facilities. This includes creating more low stress facilities, such as separated bikeways and bike paths, slow streets, and open streets	**Consistent.** As discussed under Section 5.14, *Transportation*, the proposed Project would include installing sidewalks along the building entrances to enhance overall travel for pedestrians and bicyclists. Specifically, improvements would consist of a 15-foot parkway along the Project's frontage on West Acacia Avenue and Cawston Avenue, featuring a 5-foot landscape buffer, a 5-foot sidewalk, and an additional 5-foot landscape buffer. The proposed Project would also install bike racks on site. Additionally, the proposed Project would install bike racks on site. Implementation of the proposed Project would include roadway improvements on Acacia Avenue, a city-designated Class II bike lane, which includes restriping along the Project frontages. Therefore, the proposed Project would improve the City's bicycle network.
Safety	
Work with local, state and federal partners to advance safer roadways, including reduced speeds to achieve zero deaths and reduce GHGs	**Consistent.** As discussed in Section 5.14, *Transportation*, the proposed Project would be required to comply with the circulation system standards and to adhere to uniform standards and practices. Compliance with standards for roadway and intersection classifications, right-of-way width, pavement width, design speed, warrant requirements, capacity, maximum grades, and associated features such as medians would be ensured and verified by the City during the plan check and permitting process prior to obtaining building permits.
15-Minute Communities	
Develop technical-assistance resources and research that support 15-minute communities across the SCAG region by deploying strategies that include, but are not limited to, redeveloping underutilized properties and increasing access to neighborhood amenities, open space and urban greening, job centers and multimodal mobility options.	**Consistent.** As discussed in Section 3.0, Project Description, the proposed Project would develop the underutilized property and create a new industrial warehouse facility. The site has two bus stops within one mile.
Sustainable Development	
Research the availability of resources that can support the development of water and energy-efficient building practices, including green infrastructure	**Consistent.** As described throughout Section 5.10, *Land Use and Planning*, several General Plan policies are included to support this goal, including requirements for sustainable development and energy conservation. All future projects proposed within the Project site must comply with the City's goals, policies, and programs. Compliance with the City's goals and policies would be verified during the plan check. Additionally, the Project would comply with CALGreen/Title 24 requirements.
Air Quality	
Coordinate with local, regional, state and federal partners to meet federal and state ambient air-quality standards and improve public health	**Consistent.** As described in Section 5.2, *Air Quality*, the proposed Project would meet ambient air quality standards.

2024 Connect SoCal Strategy/Policy	Project Consistency with Policy
Clean Transportation	
Support the deployment of clean transit and technologies to reduce greenhouse gas emissions as part of the CARB innovative clean technology (ICT) rule	**Consistent.** The CARB Innovative Clean Technology (ICT) rule requires all public transit agencies to gradually reduce fleet vehicle tailpipe emissions to reduce fleet vehicle tailpipe emissions gradually. It encourages them to provide innovative first and last-mile connectivity and improved mobility for transit riders. The proposed Project would implement sidewalks and bike facilities to encourage alternative transport uses other than passenger vehicles. Additionally, as previously discussed, the proposed Project is adjacent to transit facilities.
Natural and Agricultural Lands Preservation	
Work with implementation agencies to support, establish or supplement voluntary regional advance mitigation programs (RAMP) for regionally significant transportation projects to mitigate environmental impacts, reduce per-capita VMT and provide mitigation opportunities through the Intergovernmental Review Process	**Consistent.** As discussed in Section 5.14, *Transportation*, the proposed Project satisfies the requirements of Screening Criteria 2, Lowe VMT Screening Area. A low VMT generating area is defined as a traffic analysis zone (TAZ) with a total daily VMT/service population (employment plus population) that is less than the city's baseline level. Therefore, the Project's impact on VMT would be considered less than significant and an analysis of VMT would not be required.
Continue efforts to support partners in identifying priority conservation areas— including habitat, wildlife corridors, and natural and agricultural lands—for permanent protection	**Consistent.** As described in section 5.3, *Biological Resources*, the proposed Project could potentially impact burrowing owls and nesting birds. As such, Mitigation Measures BIO-1 and PPP BIO-1 and BIO-2 were incorporated to mitigate potential impacts on these species.
Support the integration of nature-based solutions into implementing agency plans to address urban heat, organic waste reduction, protection of wetlands, habitat and wildlife corridor restoration, greenway connectivity and similar efforts	
Climate Resilience	
Develop partnerships and programs to support local and regional climate adaptation, mitigation and resilience initiatives	**Consistent.** As discussed in Section 5.16, Utilities and Service Systems, the proposed Project would be required to implement the CALGreen Code for efficient water use. Additionally, as discussed in Section 5.9, *Hydrology and Water Quality*, development and construction of the Project site would require preparation and adherence to a SWPPP and WQMP (PPP HYD-1 and HYD-2). Therefore, the site's development would not deplete or pollute groundwater resources.
Collaborate with partners to foster adoption of systems and technologies that can reduce water demand and/or increase water supply, such as alternative groundwater recharge technologies, stormwater capture systems, urban cooling infrastructure and greywater usage systems	
Workforce Development	
Encourage the growth of, and equitable access to, living-wage jobs throughout the region	**Consistent.** The proposed Project would provide temporary jobs during construction. As discussed in Section 5.12, *Population and Housing*, the proposed Project would generate 612 employees to operate four industrial warehouse buildings, which are anticipated to be filled by the local workforce.

Source: Southern California Association of Governments (SCAG) 2024 Connect SoCal Regional Transportation Plan/Sustainable Communities Strategy

City of Hemet General Plan Policies, Goals, and Implementation Measures

Land Use Consistency

The Project site has a General Plan land use designation of Community Commercial (C-C) in the northern portion of the site, and the southern portion has a designation for Business Park (B-P). The C-C designation provides for general retail, markets, commercial services, restaurants, lodging, commercial recreation, professional offices, and financial institutions. The B-P designation provides single and multi-tenant light industrial, flex office, and office use. In addition, the northern portion of the site is zoned Commercial Community (C-2) and encompasses 23.9 acres. C-2 permits commercial district development, featuring a diverse range of offices, services, retail stores, recreation, and transient accommodations, with a maximum floor area ratio (FAR) of 0.4. The southern portion of the Project site is zoned B-P and covers 36.96 acres. The B-P zoning designation allows for industrial and related uses, including warehousing/distribution, assembly and light manufacturing, repair facilities, business parks, and corporate offices developed at a maximum FAR of 0.6.

The proposed Project includes a zone change to reclassify the northern portion of the Project site from C-2 to B-P. This change is intended to establish a uniform zoning designation across the entire Project site, as the parcel is currently divided into two zoning categories. The zone change would also require a General Plan Amendment (GPA) to the City of Hemet GP *Land Use Plan* Map to change the existing land use designation in the northern portion of the Project site from C-C to B-P. In addition, the proposed Project would include an amendment to the City's Roadway Circulation Master Plan. In coordination with the City of Hemet, Whittier Avenue would be vacated along the Project frontage, terminating at the extension of Cawston Avenue. This decision is based on the infeasibility of completing the planned roadway segment due to the need for multiple easements.

The Project applicant also proposes to subdivide the existing parcel into four separate parcels. Parcel 1 would be adjacent to West Acacia Avenue in the northern portion of the Project site and the most significant parcel with an area of 37.99 acres. The other three parcels would be in the southern portion of the Project site. Parcel 2 would be in the southwest portion with an area of 11.46 acres, Parcel 3 would be in the south-central portion with an area of 7.42 acres, and Parcel 4 would be located in the southeast portion with an area of 5.36 acres. The proposed Project would also require a Site Plan Review to ensure the development adhere to all applicable development codes and regulations. The proposed Project would also require approval of a wall and parking variance permit before receiving building permits, as ensured during the City's plan check. The proposed parking variance from the City of Hemet Municipal Code parking criteria would be approved with the provision of a parking study.

The proposed Project must comply with any applicable federal, State, regional, and local land use plans, policies, and regulations. Projects should be consistent with relevant policies in order to promote the efficient, sustainable growth projected in the long-term planning documents. At a regional level, the Project should comply with the goals and policies presented in SCAG's RTP/SCS. Locally, the Project should abide by the City's General Plan and Municipal Code. Furthermore, as shown in Table 5.10-2 below, the proposed Project would be consistent with applicable City General Plan Goals and Policies. As such, impacts would be less than significant.

Table 5.10-2: General Plan Consistency

General Plan Policy	Project Consistency
Land Use Element	
Goal LU-1 Achieve a balanced and sustainable pattern of land uses, community services and amenities that provide for the needs of the City's residents and businesses and enhance the overall quality of life in the community.	**Consistent.** The proposed Project would be consistent with the surrounding uses and would create an additional 612 jobs within the City.
Policy LU 1.1 Land Use Mix. Encourage a diverse mix of land uses throughout the City and within large master planned communities to provide opportunities for housing,	**Consistent.** The proposed Project would directly add to the City's land use mix through the development of four warehouse buildings, providing employment

General Plan Policy	Project Consistency
commerce, employment, recreation, education, culture, social, civic and spiritual activity in balance with natural open spaces and adequately supported by public services and infrastructure.	opportunities for the City of Hemet. Public services and infrastructure would adequately support the project.
Policy LU 1.2 Job Creation. Promote job growth within Hemet by establishing land use patterns that encourage commercial and industrial growth opportunities, improve the City's job-housing balance, reduce commute distances and time, lower vehicle emissions, and provide economic growth and stability for all segments of the City's population.	**Consistent.** The Project would develop industrial warehouses along West Acacia Avenue. The surrounding area is developed with commercial uses, an airport, and some residential units. As discussed in Section 5.12, *Population and Housing*, the Project would create job opportunities and provide economic growth.
Policy LU 1.6 Open Space Preservation. Recognize and preserve open space, prominent landforms, natural beauty and critical environmental areas through creative design and integrate open space and trail networks within the urban fabric to enhance the character and quality of life.	**Consistent.** The Project site would be located south of West Florida Avenue and West Acacia Avenue. According to the City's General Plan, the Project would be within the Airport Business Land Use district, and no open space is zoned.
Policy LU 1.8 Balance Land Uses with Services. Accommodate and locate the types, densities, and appropriate mix of land uses that can be adequately supported by the associated transportation network, utility infrastructure and public service such as schools parks and emergency services.	**Consistent.** The Project site would be located in the Airport Business District. According to the General Plan, the Airport Business District is primarily influenced by the Airport Land Use Compatibility Plan which promotes light industrial and commercial land uses. The Airport Business District takes advantage of the regional highway accessibility (SR-74) and visibility through high quality development and streetscape enhancements. Additionally, SR-74 (Florida Avenue), which is north of the Project site, is designed to carry high levels of traffic as well as to provide access to facilities and public services.
Policy LU 1.9 Consistency with Land Use Districts. Require new and infill development to be in conformance with the land use character and development intention of each land use District established in the General Plan and implementing specific plans, ordinances, and design guidelines.	**Consistent.** The Project site would be located south of West Florida Avenue and West Acacia Avenue. According to the City's General Plan, the Project would be within the Airport Business Land Use district. Further, the Project would comply with applicable design standards and guidelines outlined in the City's Municipal Code.
Policy LU 1.12 Flexibility Over Time. Require development to occur within the designated range of density and intensity, but allow for flexibility in the types of uses to account for changes in industrial and employment markets, retail commercial enterprises, and housing needs and characteristics; provided that such use are consistent with the overall vision, goals, and policy intentions of the General Plan.	**Consistent.** The Project would require a zone change from the site's existing Community Commercial (C-2) zoning to Commercial Manufacturing (C-M) in the northern portion of the Project site to develop the proposed industrial warehouses along West Acacia Avenue. The surrounding area is currently being developed for commercial use, as well as for airport and residential use. As discussed in Section 5.12, *Population and Housing*, the Project would create job opportunities and provide economic growth for the City. It would be consistent with the General Plan goals and policies.
Policy LU 1.13 Build a Strong Community. Support the development of a strong, socially connected and ethnically diverse community, by working to provide a balance of jobs and housing within the City, reducing commute times, promoting community involvement and attractiveness, enhancing public safety, and providing a wealth of educational, cultural and recreational opportunities.	**Consistent.** As discussed in Section 5.12, *Population and Housing*, the proposed Project would generate the need for approximately 612 employees, which represents approximately 2.6 percent of the city's forecasted employment growth between 2019 and 2050. Thus, although the Project would generate additional long-term employment in the Project area,

General Plan Policy	Project Consistency
	the new employment opportunities would be within the city's forecasted and planned growth.
Goal LU-2 Provide for new and infill development in compliance with Smart Growth Principles and in accordance with infrastructure and public service capacities.	**Consistent.** The proposed Project includes road improvements along Cawston Avenue and improvements along the Project frontages. New sewer and water infrastructure would also be installed on-site to connect to existing lines. As discussed in Section 5.13, *Public Services*, the City would have sufficient capacity to accommodate public service needs including fire and police services.
Policy LU 2.1 Adequate Infrastructure. Ensure that growth in developing areas of Hemet proceeds with the appropriate addition of infrastructure, public services and facilities to serve the new land uses and population. Ensure that infrastructure improvements are in place prior to, or concurrently with, new development.	
Policy LU 2.2 Public Service Levels. Ensure that new development does not lower service levels for parks, schools, fire, police, libraries medical facilities, sewer, water, and flood control facilities, and impacts to these services are appropriately mitigated.	**Consistent.** As discussed in Section 5.13, *Public Services*, the City would have sufficient capacity to accommodate public service needs and would not significantly impact service levels.
Policy LU 2.3 Public Improvement Costs. Require all developments to construct or pay their fair share cost for public improvements that are specifically and originally attributed to a single development, development area, or business.	**Consistent.** The Project would be required to pay development impact fees contributing to public improvements pursuant to Municipal Code Section 58-61.
Policy LU 2.4 Concentrate Land Uses. Promote efficient use of land resources through compact building design, infill development, and land use patterns that reduce infrastructure costs and make more effective use of existing and planned transportation systems and public facilities, and minimize impacts to natural environmental resources.	**Consistent.** The proposed Project would be four warehouse buildings in the Airport Business District. According to the General Plan, the Airport Business District is primarily influenced by the Airport Land Use Compatibility Plan which promotes light industrial and commercial land uses. The Airport Business District takes advantage of the regional highway accessibility (SR-74) and visibility through high-quality development and streetscape enhancements. SR-74 (aka Florida Avenue), which is north of the Project site, is designed to carry high levels of traffic and provide access to shopping and facilities. In addition, no open space is zoned in the area.
Policy LU 2.9 Sustainable Design. Require that new development be designed to minimize consumption of water, energy and other resources and provide long-term sustainable site and building design features.	**Consistent.** As discussed in the *Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report* (Appendix B) and in Section 5.5, *Energy*, the Project would not result in the inefficient, wasteful, and unnecessary consumption of energy or other resources. It would be consistent with local plans for efficiency and implement BMPs for sustainable design.
Policy LU 2.11 Stormwater Management. Require a Stormwater Management approach to drainage systems that promotes multiple purposes for flood protection, water quality, groundwater recharge, habitat hydration, and serves as an attractive community amenity. Promote naturalized, soft- bottom channels and basins with landscaped banks and setbacks that incorporate trail systems where appropriate.	**Consistent.** As discussed in Section 5.9, *Hydrology and Water Quality*, the Project would adhere to the City's Water Quality Management Plan and develop a site-specific Water Quality Management Plan.

General Plan Policy	Project Consistency
Policy LU 2.12 Use of Recycled Water Systems. Require connections and use of recycled water facilities where possible to irrigate public landscapes and create water elements that will add to community value.	**Consistent.** The proposed Project would install a two (2)-inch domestic water line and a 12-inch fire water line on-site to connect to the existing 12-inch diameter water line in West Acacia Avenue.
Goal LU-3 Avoid land use conflict and provide for compatible development.	**Consistent.** The proposed Project would include a zone change from C-2 to B-P in the northern portion of the Project site. The zone change is proposed to have a uniform zoning designation throughout the Project site, as it is currently split zoning for one parcel. The proposed Project is also located in the Airport Business District. According to the General Plan, the Airport Business District promotes light industrial and commercial land use. As such, the proposed Project would not create a land use conflict.
Policy LU 3.5 Buffering of New Development. Require new development to provide a transition from adjoining development of different land use and intensity through the use of buffers setbacks, edge treatments, site design, landscaping and building scale and orientation.	**Consistent.** The Project would include landscaping along the site's perimeter to create a buffer from adjacent properties and uses. The proposed buildings would be setbacks from the surrounding land uses. The front building setback for the Project would be approximately 232 feet from the West Acacia Avenue right-of-way (ROW), 107 feet from the proposed Cawston Avenue ROW to the east, 147 feet and 7 inches from the shared property line with residences to the west; and 61 feet from the shared property line with vacant land to the south.
Policy LU 3.6 School Site Compatibility. Ensure that new development is compatible with the location of existing and planned school sites, particularly in relation to senior housing projects or nonresidential uses.	**Consistent.** As discussed in Section 5.8, *Hazards and Hazardous Materials*, the Project site is not within 0.25 miles of any school. In addition, the Project site land use is not designated or zoned as a school site.
Policy LU 3.9 Incompatible Uses. Prohibit uses that lead to the deterioration of residential neighborhoods, or adversely affect its safety or residential character.	**Consistent.** Through consistency with the applicable design standards and guidelines outlined in the City's Municipal Code and the Project's use of landscaping, building layout, finish materials, and accenting, the Project site would create a quality architectural presence along West Acacia Avenue. The Project would also be screened with an 8-foot-high wrought iron fence and landscaping. As such, the Project would not adversely affect the character of any nearby residential neighborhoods.
Goal LU-10 Ensure that Hemet-Ryan Airport meets the transportation and public safety needs of the community and the region while maintaining compatibility with surrounding land uses.	**Consistent.** The Project falls within the Hemet-Ryan Airport Land Use Compatibility Plan, consistent with allowable land uses within the ALUCP.
Policy LU 10.1 Airport Influence Area. Ensure that legislative land use decisions within the airport influence area are consistent with the Airport Land Use Compatibility Plan (ALUCP) and General Plan policies. All legislative land use proposals, i.e. General Plan amendments, zone changes, Specific Plans, Specific Plan amendments, and ordinance amendments, that are citywide or located within the Airport Influence Area shall be reviewed by the Riverside County Airport Land Use Commission for consistency with the adopted ALUCP. All non-legislative land use proposals located within the Airport Influence	**Consistent.** The Project falls within the Hemet-Ryan Airport Land Use Compatibility Plan, consistent with allowable land uses within the ALUCP.

General Plan Policy	Project Consistency
Area will be reviewed by City staff as to consistency with the Compatibility Plan and considered by the City's approving body.	
Policy LU 10.2 Airport Land Use Compatibility. As part of the development review process, ensure appropriate land use compatibility within airport compatibility zones by utilizing the Hemet-Ryan Airport Land Use Compatibility Plan (2017) and the latest Department of Aeronautics Handbook developed by the State of California, an Airport Compatibility Study may be warranted for projects within the Airport Influence area.	**Consistent.** The proposed Project falls within the Hemet-Ryan Airport Land Use Compatibility Plan, consistent with allowable land uses within the ALUCP. The proposed Project must submit a Major Site Development Review to the ALUC for approval.
Goal LU-11 Promote a strong and diversified economic base and retain and attract new investment, businesses, industries and employment opportunities to the City.	**Consistent.** The proposed Project would develop four industrial warehouses located along West Acacia Avenue. As discussed in Section 5.12, *Population and Housing*, the Project would generate 612 jobs for the City of Hemet, consistent with the City's estimated growth.
Policy LU 11.1 Attract New Businesses. Support existing businesses and seek to attract new business and industries which strengthen and diversify Hemet's tax revenue base, improve wage- and salary levels, increase the variety of job opportunities, and employ the resident labor force.	**Consistent.** The proposed Project would generate 612 jobs, benefit the local community, and provide tax revenue to the City of Hemet.
Policy LU 11.2 Job Growth Industries. Facilitate job growth and business attraction and retention in areas such as green technology, tourism airport related industry, health care, leisure and hospitality, manufacturing, and related industries, retirement facilities and services, and by promoting the establishment of higher education and technical school in the City.	**Consistent.** The proposed Project would develop four industrial warehouses along West Acacia Avenue within the Airport Business Area. The Project would generate 612 jobs for the City of Hemet, consistent with the City's estimated growth.
Policy LU 11.4 Industrial Development. Retain industrial land for businesses that provide jobs for manufacturing and processing of goods research and design, and other uses that create local revenue sources and employment opportunities.	**Consistent.** The proposed Project would develop four industrial warehouses located along West Acacia Avenue. As discussed in Section 5.12, *Population and Housing*, the Project would generate 612 jobs for the City of Hemet.
Policy LU 11.9 Consider Industrial Use Locations. Discourage the provision of industrial uses in prime locations that are land intensive, generate few job opportunities and contribute minimal revenue or benefit to the City.	**Consistent.** The Project would develop four industrial warehouses located along West Acacia Avenue. As discussed in Section 5.12, *Population and Housing*, the Project would generate 612 jobs for the City of Hemet, consistent with the City's estimated growth.
Policy LU 11.10 Industrial Development Standards. Require development standards that appropriately control the location and operation of industrial uses that use, store, transport or generate hazardous materials or unacceptable levels of noise and air pollution or other adverse impacts.	**Consistent.** As discussed in Section 5.8, *Hazards and Hazardous Materials*, routine use and transport of hazardous materials would comply with applicable laws and regulations.
Community Design Element	
Goal CD-1 Enhance Hemet's sense of place and local identity to develop community pride and expand tourism and investment.	**Consistent.** As described in Section 5.1*, Aesthetics*, the proposed Project would comply with the City of Hemet's General Plan and City Code guidelines for industrial developments and create a quality architectural presence along West Acacia Avenue,
Policy CD 1.1 Unique Sense of Place. Require quality site, architectural, and landscape designs that incorporate	

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those qualities and characteristics that make Hemet a desirable place to live and work including: walkable blocks, distinctive parks and open space, tree-lined streets, and varied architectural styles.	including the construction of sidewalks and landscaped frontages.
Policy CD 1.2 Hemet's visual image. Reinforce and boost Hemet's visual image regionally by protecting its legendary views of the surrounding mountains.	**Consistent.** As discussed in Section 5.1, *Aesthetics,* the proposed Project would introduce new structures into the existing landscape, and future development impairs scenic views of the mountains from the Project site and surrounding viewpoints. The proposed building height (55 feet) would be consistent with development standards pursuant to the City Municipal Code Section 90. Building colors and materials would be consistent with the industrial design considerations to complement the surrounding landscape.
Policy CD 1.5 Design Excellence. Require design excellence and compatibility in site planning, architecture, landscape design and signage.	**Consistent.** Through consistency with the applicable design standards and guidelines outlined in the City's Municipal Code and the Project's use of landscaping, building layout, finish materials, and accenting, the Project site would create a quality architectural presence along West Acacia Avenue.
Policy CD 1.6 Sustainable Design. Require new developments to incorporate sustainable design amenities and features including using landscape areas for stormwater management and treatment.	**Consistent.** The proposed Project would be constructed according to Title 24 requirements of the 2025 California administrative code and landscaping would be implemented throughout the Project site including over the detention/infiltration basin. BMP's for stormwater management would also be implemented.
Policy CD 1.10 Neighborhood Street Trees. Encourage the strategic selection of street tree species to enhance neighborhood character and identity and preserve the health and diversity of the urban forest.	**Consistent.** As shown in Figure 3-13, C*onceptual Landscaping Plan*, the proposed Project would include installing drought-tolerant landscaping throughout the site, including 24-inch box trees, 36-inch box trees, 46-inch box trees, 15-gallon trees, various shrubs, and accent groundcovers.
Goal CD-2 Use gateway markers, monuments, community signage, and landscaping to portray a positive visual entry into the City and to key locations.	**Consistent.** As shown in Figure 3-13, C*onceptual Landscaping Plan*, the proposed Project would include installing drought-tolerant landscaping throughout the site, including along Project frontages and building entrances.
Policy CD 2.3 Community Landscape. Require developers of residential subdivisions and commercial or industrial centers to submit a streetscape plan that defines a program of trees and plantings that uniquely identifies streets, principal entries and intersections, and activity centers such as parks and community centers within the development.	
Goal CD-3 Develop a streetscape system that provides cohesive design, enhances community image, incorporates green street concepts, and develops an attractive identity for the various City districts.	**Consistent.** As discussed under Section 5.14, *Transportation*, the proposed Project would include installing sidewalks and native drought-tolerant streetscape landscaping throughout to enhance the overall site.
Policy CD 3.5 Variety of Streetscape Design. Encourage a variety of designs in sidewalks and trails, with respect to alignment and surface materials, separating sidewalks from the curb along arterial streets to provide for a convenient and safe path of travel for pedestrians and bicyclists.	**Consistent.** As discussed under Section 5.14, *Transportation*, the proposed Project would include installing sidewalks along building entrances to enhance overall travel for pedestrians and bicyclists.

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Policy CD 3.6 Landscaped Parkways. Require where appropriate the provision of landscaped parkways and street trees between roadways and sidewalks to create safe and attractive streets for pedestrians and motorists.	**Consistent.** The proposed Project would include installing parkways along West Acacia Avenue and Cawston Avenue. The inclusion of sidewalks and native streetscape landscaping along the building entrances would enhance the overall pedestrian and driving experience.
Policy CD-3.7 Drought Tolerant Landscaping. Encourage the use of drought tolerant landscape materials in streetscapes that are easy to maintain and that are compliant with the California Friendly Landscape Palette.	**Consistent.** The proposed Project includes drought-tolerant landscaping with trees on both building street frontages to provide cover and shading.
Policy CD-3.10 Scenic Highway Landscaping. Require implementation of the scenic highway setbacks and landscaping pursuant to the Community Design Element and the City's adopted Scenic Highway Setback Manual.	**Consistent.** The Project site is currently vacant and undeveloped and is located in a predominantly developed portion of the City of Hemet. As described in Section 5.1, *Aesthetics*, there are no officially designated State scenic highways in the vicinity of the Project
Policy CD-3.12 Replacement Trees. Replace any mature tree removed from private property or the public right-of-way with California-friendly or shade tree of similar size and shape, as reasonably feasible, and locate so as not to be a hazard or conflict with other utilities or public improvements.	**Consistent.** The Project site is currently vacant and undeveloped with non-native grassland, weeds, and some sparse gum trees, all of which will be removed before development. The existing trees on the Project site are not protected by local or regional ordinances. However, as shown in Figure 3-13, *Conceptual Landscaping Plan*, the proposed landscaping would include drought-tolerant trees and plants throughout the Project site to provide shade. The proposed Project would follow CBC rules and regulations to ensure hazards or conflicts with public improvements are prevented.
Goal CD-5 Promote attractive community design to make Hemet a more desirable place to live.	**Consistent.** As described in Section 5.1*, Aesthetics*, the proposed Project would comply with the City of Hemet's General Plan and City Code guidelines for industrial developments and would create a quality architectural presence along West Acacia Avenue.
Policy CD 5.2 Scale and Character of Development. New development should reflect the scale and character of the community as a whole, individual neighborhoods, street, site and surrounding buildings.	**Consistent.** As described in Section 5.1*, Aesthetics*, the proposed Project would comply with the City of Hemet's General Plan and City Code guidelines for industrial developments and create a quality architectural presence along West Acacia Avenue.
Policy CD 5.6 Development Standards. Continue to provide and update development standards to ensure higher quality building and site design.	**Consistent.** By adhering to the applicable development standards set forth in the City's Municipal Code, the proposed Project would create a quality architectural presence along West Acacia Avenue.
Policy CD 5.7 Design Standards and Guidelines. Establish and consistently apply design standards and guidelines for residential, commercial, industrial and public facilities development.	**Consistent.** Through consistency with the applicable design standards and guidelines outlined in the City's Municipal Code and the Project's use of landscaping, building layout, finish materials, and accenting, the Project site would create a quality architectural presence along West Acacia Avenue.
Policy CD 5.8 Lighting Aesthetics. Reduce light pollution by requiring new developments to install suitable new fixtures and existing fixtures to be upgraded upon repair and maintenance, as appropriate.	**Consistent.** The proposed Project includes new sidewalks along West Acacia Avenue and Cawston Avenue and would provide lighting consistent with Section 18.356 of the City's Municipal Code.
Policy CD 5.11 Buffers. Require the provision of adequate buffers along the edges between	**Consistent.** The Project site is located on vacant land within the Airport Business District. It involves the

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industrial/commercial and residential areas, between professional office uses and single-family area and between multi-family and single-family areas and single-family areas of varying densities.	construction of an industrial warehouse in an area designated for commercial and industrial uses. Additionally, buffers consisting of ornamental trees would be implemented along the perimeter of the Project to screen it from off-site views.
Policy CD 5.14 Buildings that Front Streets. Encourage buildings to be oriented to and actively focus on the public streetscape incorporating such features as building orientation, setbacks, facade articulation, ground-floor transparency, and location of parking.	**Consistent.** As described in Section 5.1*, Aesthetics*, the proposed Project would comply with the City of Hemet's General Plan and City Code guidelines for industrial developments, including setbacks, building layout, finish materials, and accenting, and would create a quality architectural presence along the Project frontages, West Acacia Avenue and Cawston Avenue North.
Policy CD 5.15 Screening of Off-Street Parking. Reduce the visual prominence of parking by requiring off-street parking to be located behind structures or landscape features.	**Consistent.** Parking areas within the Project site would be screened by ornamental trees along the perimeter of the Project.
Policy CD 5.16 Industrial Design. Ensure that future industrial development follows adopted Industrial Design Guidelines and provides a clean and attractive appearance.	**Consistent.** As described in Section 5.1*, Aesthetics*, the proposed Project would comply with the City of Hemet's General Plan and City Code guidelines for industrial developments and create a quality architectural presence along West Acacia Avenue.
Goal CD-6 Ensure well designed public signage that identifies key City districts, development projects, businesses, and public facilities, and facilitates wayfinding.	**Consistent.** The proposed Project would comply with the City of Hemet's General Plan and City Code guidelines for industrial developments, including sign design standards pursuant to Municipal Code Section 90-1251.
Policy CD 6.1 Sign Design. Sign Design Encourage interesting, creative, and unique approaches to sign design with the following: a. Signs should be architecturally integrated with their surroundings in terms of size, shape, color, texture, and lighting so that they are complementary to the overall design of the building. b. Signs and monuments should complement a building's style and materials, and coordinate with the City's desired street character. d. Sign fonts should be clear and legible to pedestrians and motorists, and be consistent in style and color. e. Signs and sign monuments should be enhanced with the use of landscaping at their base.	
Policy CD 6.2 Sign Location. Ensure that site plans for buildings and development projects identify locations and sizes for future signs.	**Consistent.** The proposed Project would include a monument sign with electrical conduits located west of the proposed driveway on West Acacia Avenue. The proposed signage would comply with Chapter 90-1271 of the City of Hemet Municipal Code, which provides requirements for permanent signs within manufacturing zones.
Goal CD-7 Enhance the visual image of the City through landscaping and perimeter walls and fencing.	**Consistent.** As illustrated in Figure 3-13, *Conceptual Landscaping Plan*, the proposed Project would include ornamental trees along the perimeter of the Project site as a buffer and an 8-foot-high wrought iron fence to screen off-site views.
Policy CD 7.1 Comprehensive Landscape Plan. Improve the appearance of the City's districts, edges and corridors through a comprehensive landscape plan, provision of open space buffers and a pedestrian and bike trail system.	

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Policy CD 7.2 Walls and Fences. Installation of solid walls along area roadways should be avoided unless needed for a specific screening, safety, or sound attenuation purpose. Where walls or fences are necessary, the following should be considered: **a. Wrought Iron Fencing.** Incorporation of wrought iron fencing into the solid wall designs can break up the linear stretches of blank surface. This technique, in combination with climbing vines and other landscaping, creates the illusion of the wall or fence being an integral component of the landscape design. **c. Bermed landscaping** is encouraged to be used as an alternative to development of walls and fences. **f. Theme walls.** Where provision of a wall or fence cannot be avoided, the establishment of theme walls or fences is encouraged. However, such walls should be coordinated with perimeter landscape design and provide aesthetic enhancement to the project without creating a "walled in" appearance. The use of any fencing or walls should also be consistent with the overall design theme of the development or adjoining existing developments. **g. Landscape buffering.** Where construction of a solid wall which will be visible along a public street is necessary, provide landscaping such as trees, shrubs, or vines to soften the appearance of the wall, and to reduce undue glare, heat, and reflection. Ensure that fencing is constructed of durable materials which will resist the damaging effect of wind, rain, and irrigation. **h. Maintenance.** When fences or walls are developed along a streetscape, whether solid or with wrought iron openings, it should be recognized that the adjacent homeowner or business is not likely to maintain landscaping outside of the wall or fence within the public right-of-way. Therefore, whenever fences or walls are to be developed along a streetscape, provisions should be made as part of the responsible project to identify maintenance responsibilities and the method proposed to ensure perpetual care for landscaped areas within public rights-of-way.	
Policy CD 7.3 Landscape Design. Encourage the use of creative landscape design to enhance visual interest, reduce conflicts between different land uses, accommodate stormwater drainage and treatment, and incorporate drought tolerant landscape materials.	**Consistent.** The proposed Project would include drought-tolerant landscaping along the perimeter to screen buildings, parking, and loading areas, as well as a landscaping buffer and berm in the western portion of the site.
Goal CD-11 Utilize the principles of safescape and defensible space to improve community image and personal safety.	**Consistent.** The proposed Project would be built in compliance with the CBC, which would include doorways and windows and with the City Code guidelines for industrial developments. In addition, Project frontages would be along West Acacia Avenue and Cawston Avenue.
Policy CD 11.3 Building Design. Structures should be designed to have doorways, windows and porches opening toward the public rights-of-way to provide visibility and surveillance.	
Policy CD 11.4 Fences and Walls. Walls and fences should be designed and placed where adequate visibility of the public rights-of-way can be maintained. Gates serve	**Consistent.** The proposed Project would include an 8-foot-high decorative metal fence and a 14-foot-high decorative screen wall in conjunction with landscaping to screen buildings and Project operations from off-site

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not only as access control but also as visual access points to public rights-of-way.	views. Adequate visibility would be present from Project driveways.
Policy CD 11.5 Security Fencing. Security fencing should be designed to be attractive to promote positive neighborhood identity and facilitate emergency access.	**Consistent.** The proposed Project would include an 8-foot-high decorative metal fence and a 14-foot-high decorative screen wall in conjunction with landscaping to screen buildings and Project operations from off-site views. In addition, the proposed driveways along Cawston Avenue would provide adequate and safe circulation to, from, and through the Project site to facilitate emergency access.
Policy CD 11.7 Landscaping. Landscaping should be placed in areas that will not block visibility. Landscaping should be well maintained to avoid overgrowth. Low level plant materials should be used in areas where increased visibility is desired.	**Consistent.** The proposed Project includes the development of four industrial warehouses. It would provide drought-tolerant landscaping along the perimeter of the Project to screen buildings parking, loading areas and the infiltration/detention basin in the western portion of the site.
Policy CD 11.8 Lighting. Lighting plays a significant role in maintaining a safe environment. Adequate lighting shall be provided along the streets/alleys, parking lot areas, pathways/sidewalks, public and private outdoor areas. Avoid potentially dark or shadowy areas.	**Consistent.** The proposed Project would provide lighting throughout the Project site along sidewalks and outdoor areas consistent with Section 90.1045 and Section 18.356 of the City's Municipal Code.
Circulation	
Policy C 1.3 Traffic Flow. Maintain Level of Service (LOS) C or better for roadway segment operations, and LOS D or better for peak-hour intersection movements. Portions of Florida Avenue and Sanderson Avenue may operate at or below LOS D on a case-by-case basis.	**Consistent.** The proposed Project has prepared and submitted a Traffic Impact Analysis (TIA) to satisfy the City's LOS requirements.
Policy C 1.9 Driveway Standards. As part of City roadway standards, maintain and enforce minimum driveway separation standards for the various types of roadways included in the City of Hemet General Plan Roadway Circulation Master Plan. Wherever possible, consolidate driveways on arterial streets and implement access redevelopment of adjacent parcels.	**Consistent.** As discussed in Section 5.14, *Transportation*, all driveways would be constructed according to the Roadway Circulation Master Plan.
Policy C 1.11 Parkway Design. Emphasize the landscaping of parkways, roadways, entries, and gateways consistent with the Community Design Element including replacing any tree removed from the public right-of-way with a California friendly or shade tree of similar size and shape to a suitable location.	**Consistent.** The proposed Project would include installing native streetscape landscaping along the building entrances and throughout the site, including parking areas, to enhance the overall pedestrian and driving experience. As mentioned previously, the site is currently vacant and undeveloped, with non-native grassland, weeds, and some sparse gum trees. The proposed landscaping plan includes a variety of drought-tolerant trees and plants that would provide shade.
Policy C 1.15 New Development. Approval of new development projects shall: **a.** require that all roadways within a new development be constructed to the ultimate right-of-way and that master-planned roadways next to the project site be, at a minimum, constructed to their master planned half-width plus 10 feet, or greater if necessary to maintain adequate traffic flow; **b.** require new developments to meet roadway and intersection performance standards and/or contribute their	**Consistent.** As discussed in Section 5.14, *Transportation*, the proposed Project has been designed to comply with the roadway development standards specified in Policy C 1.15.

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fair share toward improvements pursuant to a traffic impact analysis; **c.** require new developments within designated commercial corridors to acquire or grant reciprocal access and parking agreements to facilitate movement with adjacent commercial uses without affecting the adjacent roadway; **d.** require dedication and improvement of adequate right-of-way along new roadways to minimize impacts of proposed development projects on the City's circulation system; **e.** limit lot development to reverse frontage and/or side-one lots on all arterials.	
Policy C 1.17 Traffic Analyses. Evaluate development proposals for potential impacts on the transportation and infrastructure system based on traffic analyses that follow the protocols established by the City. The traffic analysis should evaluate the need for both ultimate and interim improvements resulting from the development proposal.	**Consistent.** The proposed Project has prepared and submitted a Traffic Impact Analysis (TIA) to satisfy the City's LOS requirements.
Policy C 3.4 Emergency and Service Vehicle Right-of-Way. Establish and implement street standards that maintain an acceptable right-of-way to accommodate emergency, utility, maintenance, and service vehicles.	**Consistent.** As discussed in Section 5.8, *Hazards and Hazardous Materials,* the proposed Project would be constructed in accordance with Section 503 of the California Fire Code, which requires the safeguarding of any activity that encroaches into a right-of-way to ensure there is no interference with emergency access or evacuation. As described in Section 5.14, *Transportation*, the proposed driveways and roadways would provide adequate and safe circulation to, from, and through the Project site. They would provide a variety of routes for emergency and public utility vehicles to access the site and surrounding areas.
Policy C 3.3 Sight Distance. Ensure that new roadways and intersections provide adequate sight distances for safe vehicular movement.	**Consistent.** As described in Section 5.14, *Transportation*, sight distance at the Project's access points would be reviewed concerning City standards at the time of final grading, landscape, and street improvement plan reviews. Project frontage improvements and site access points would be constructed to be consistent with the identified roadway classifications and respective cross-sections per the Hemet General Plan Circulation Element.
Goal C-4 Promote and support modes of transportation that offer an alternative to single-occupancy automobile use and help reduce air pollution and road congestion.	**Consistent.** The proposed Project would install new sidewalks along West Acacia Road and Cawston Avenue and provide bike racks on site. It would also be located in an area that contains bus services provided by Riverside Transit Agency (RTA).
Policy C 4.1 Sustainable Urban Design. Promote urban design measures that encourage alternatives to single-occupancy vehicle transportation and direct new growth along transportation corridors as a means of reducing roadway congestion, air pollution, and non-point source water pollution.	
Policy C 4.5 Development Alternatives. Require new development to include opportunities for alternative transportation, such as bicycle paths, pedestrian connections, bicycle storage, and other facilities such as NEV paths, and charging stations.	**Consistent.** The proposed Project would include installing new sidewalks along West Acacia Road and Cawston Avenue and providing bike racks on site. It would also be located in an area that contains several existing bus stops for transit services provided by Riverside Transit Agency (RTA) and existing bikeways.

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Policy C 4.6 Vehicle Mile Reduction. Encourage and promote the reduction of vehicle miles traveled for all vehicles and for carbon-based fueled vehicles, and reduce the use of gasoline and diesel fuel for on-road vehicles in accordance with Senate Bill 375 regional and/or subregional targets established by the California Air Resources Board. Create and implement programs that will aid in improving air quality by reducing motor vehicle trips, such as those programs recommended by the Regional Transportation Plan, Riverside County Integrated Project, and the Southern California Air Quality Management Board.	**Consistent.** As discussed in Section 5.14, *Transportation,* the proposed Project satisfies the requirements of Screening Criteria 2. Therefore, the Project's impact on VMT would be considered less than significant, and an analysis of VMT would not be required.
Policy C 4.7 Employer Incentives. Encourage all employers, especially employers of 100 or more persons to support alternative forms of transportation by providing appropriate facilities, including parking for vanpools, bicycle parking, and passenger loading areas.	**Consistent.** The proposed Project would include installing bike racks on site. It would also be located in an area that contains several existing bus stops for transit services provided by Riverside Transit Agency (RTA) and existing bikeways along West Florida Avenue.
Policy C 4.15 Transit-oriented Development Design Features. Require new development to incorporate transit-oriented design features and attractive, accessible, and appropriate transit, bicycle, and pedestrian amenities to promote and support public transit and alternate modes of transportation, including but not limited to: **a.** Designing transit stops to reduce disruption to vehicular traffic; **b.** Locating transit stops to minimize the impact of buses and ridership on nearby neighborhoods; **c.** Ensuring that all transit stops are ADA accessible; **d.** Requiring transit stop amenities such as benches, shade, lighting, and shelters , where appropriate; **e.** Requiring all new transit stops be equipped with bicycle racks and/or bicycle lockers;	**Consistent.** As discussed in Section 5.14, *Transportation*, the proposed Project would install new sidewalks along West Acacia Road and Cawston Avenue as well as provide bike racks on site. The Project would also be located in an area that contains several existing bus stops for transit services provided by Riverside Transit Agency (RTA) and existing bikeways.
Goal C-6 Facilitate the movement of freight and goods as a means of economic expansion while protecting residents and travelers from the negative effects of truck operations and rail service.	**Consistent.** The Project site would be located in the Airport Business District which promotes light industrial and commercial land uses. The Airport Business District takes advantage of the regional highway accessibility (SR-74). The existing SR-74, located north of the Project site, is designed to carry high levels of traffic, including trucks that may carry freight and goods.
Policy C 6.4 Truck Routes. Maintain a system of truck routes that provides adequate access to industrial and commercial areas and areas of appropriate truck parking without intruding on residential neighborhoods.	**Consistent.** As described in Section 5.14, *Transportation*, the proposed Project would involve four industrial warehouses located in an area with an airport and commercial uses near existing truck routes on State Route 74.
Policy C 6.5 Truck Access. Require that new commercial and industrial development projects provide adequate truck access, parking, and loading.	**Consistent.** The proposed Project would be four industrial warehouses. Access to the proposed Project would be provided via four new driveways: one on West Acacia Avenue and three from the buildout of Cawston Avenue south of West Acacia Avenue. The three driveways from Cawston Avenue would provide access for trucks. Additionally, the Project would provide 212 trailer parking stalls and 156 dock doors for loading/unloading.

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Community Services and Infrastructure	
Goal CSI-1 Coordinate new development and redevelopment with the provision of adequate infrastructure for water, sewer, stormwater, communications.	**Consistent.** As discussed in Section 5.16, *Utilities and Service Systems*, the proposed Project would be consistent with the water supply projections and the UWMP assumptions and would not require additional water supplies.
Policy CSI 1.1 Infrastructure Availability. Encourage future development to occur in areas where infrastructure for water, sewer, and stormwater can most efficiently be provided.	**Consistent.** The proposed Project would be constructed in a mostly developed area; therefore, new sewer and water infrastructure would connect to existing lines within West Acacia Avenue.
Policy CSI 1.2 Infrastructure Adequacy. Ensure that new development and redevelopment provides infrastructure for water, sewer, and stormwater that adequately serves the proposed uses and that has been coordinated with affected infrastructure providers.	**Consistent.** New sewer and water infrastructure would be installed on the Project site to connect to existing lines. As discussed in Section 5.9*, Hydrology and Water Quality*, a detention/infiltration basin would also be implemented to collect stormwater runoff. The Project Applicant has notified applicable utility providers to ensure adequate infrastructure is available for the Project, as further discussed in Section 5.16, *Utilities and Service Systems.*
Policy CSI 1.3 Provider Notification. Provide development information to local water districts, Riverside County Flood Control and Water Conservation District, and energy utilities to assist in their planning efforts to ensure adequate infrastructure is available for anticipated development.	**Consistent.** The Project Applicant has notified applicable utility providers to ensure adequate infrastructure is available for the proposed Project, as further discussed in Section 5.16, *Utilities and Service Systems*. The proposed Project would also utilize recycled water to the greatest extent possible.
Goal CSI-2 Maintain a water delivery system that is capable of meeting the daily and peak demands of Hemet residents and businesses in an efficient and environmentally sound manner.	**Consistent.** As discussed in Section 5.16, *Utilities and Service Systems*, the proposed Project is consistent with the water supply projections, would be consistent with the UWMP assumptions, and would not require additional water supplies.
Policy CSI 2.1 Agency Coordination. Coordinate with the Eastern Municipal Water District and Lake Hemet Municipal Water District to meet the projected water demand and to ensure reduction of existing and projected water supply impacts.	**Consistent.** As discussed in Section 5.16, *Utilities and Service Systems*, the proposed Project is consistent with the water supply projections, would be consistent with the UWMP assumptions, and would not require additional water supplies.
Policy CSI 2.2 Water Supply Assessments. Require evidence of adequate water supply, or a water supply assessment when appropriate pursuant to state law, to support proposed development.	**Consistent.** As discussed in Section 5.16, *Utilities and Service Systems*, the proposed Project is consistent with the water supply projections, would be consistent with the UWMP assumptions, and would not require additional water supplies.
Policy CSI 2.3 Performance Standards. Developments shall be required to install water facilities sufficient to meet performance standards established by the water agency serving the project. All facilities must be operational prior to issuance of building permits.	**Consistent.** As described in Section 5.16, *Utilities and Service Systems*, the proposed Project would include installing a 2-inch domestic water line and a 12-inch fire water line on-site to connect to the existing 12-inch diameter water line in West Acacia Avenue.
Policy CSI 2.7 Ground Water Recharge. Ensure that adequate aquifer water recharge areas are preserved and protected through a comprehensive water management strategy.	**Consistent.** As discussed in Section 5.9*, Hydrology and Water Quality*, groundwater is not expected to be encountered during grading activities and the groundwater below the site would not be used to supply the proposed Project. EMWD manages groundwater use; thus, the proposed Project would not interfere with groundwater recharge.

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Policy CSI 2.8 Best Management Practice Features/Equipment. Require installation of best management practice features for water for all new development and for applicable rehabilitation.	**Consistent.** As discussed in Section 5.9, *Hydrology and Water Quality*, the proposed Project would comply with the City Municipal Code guidelines and implement BMPs.
Policy CSI 2.9 Location of Water Lines. As part of discretionary project approvals and building permit reviews, require that all future water lines be located within street or alley rights-of-way.	**Consistent.** As described in Section 5.16, *Utilities and Service Systems*, the proposed Project would include installing a 2-inch domestic water line and a 12-inch fire water line on-site to connect to the existing 12-inch diameter water line in West Acacia Avenue.
Goal CSI-3 Ensure the provision of a wastewater collection, treatment, and disposal system capable of meeting the daily and peak demands of Hemet residents and businesses in an efficient and environmentally sound manner.	**Consistent.** As described in Section 5.16, *Utilities and Service Systems*, the proposed Project would utilize approximately 2.5 percent of the San Jacinto Water Reclamation Facility's daily excess treatment capacity.
Policy CSI 3.1 Performance Standards. New development shall install sufficient sewer facilities needed to meet performance standards established by the site's wastewater collection agency.	**Consistent.** As described in Section 5.16, *Utilities and Service Systems*, the proposed Project would include the construction of an on-site 8-inch sewer connection to the existing 8-inch diameter sewer line within West Acacia Avenue which all four buildings would connect to.
Policy CSI 3.2 Location of Sewer and Gray Water Lines. Require that all future sewer and gray water lines be located within street or alley rights-of-way.	
Goal CSI-4 Maintain adequate stormwater management and drainage systems to help protect against flood hazards, recharge the aquifer, and preserve groundwater quality.	**Consistent.** As discussed in Section 5.9, *Hydrology and Water Quality*, the proposed Project would comply with the City Municipal Code guidelines and implement Best Management Practices (BMPs) to reduce flood hazards and preserve groundwater quality.
Policy CSI 4.1 Sufficient Service. Ensure sufficient levels of stormwater drainage are provided to protect the community from flood hazards and to minimize the discharge of materials into the storm drain system that are toxic or that would obstruct flows.	**Consistent.** As discussed in Section 5.9, *Hydrology and Water Quality*, the infiltration basins proposed on-site would capture the 100-year 3-hour rain event, per the City's LID requirements.
Policy CSI 4.2 100-Year Storm Flows. Provide public storm drainage facilities to adequately accommodate expected 100-year flood flows. Ensure that roadways remain passable for at least one lane in each direction. Coordinate with the Riverside County Flood Control District regarding the preference and requirements for District maintenance of regional and master planned drainage facilities.	**Consistent.** As discussed in Section 5.9, *Hydrology and Water Quality*, the infiltration basins proposed on-site would capture the 100-year 3-hour rain event, per the City's LID requirements.
Policy CSI 4.3 Pollutant Discharge. Prevent pollutant discharge into storm drain systems and natural drainages and aquifers by cooperating in regional programs with stakeholders and the Regional Water Quality Control Board to implement the National Pollutant Discharge Elimination System program, Storm Water Pollution Prevention Plans, Water Quality Master Plans, , comply with the requirements of the Lake Elsinore Canyon Lake TMDL to reduce nitrogen and phosphorous in the San Jacinto River Watershed, and provide education on best management practices for the public and the development community.	**Consistent.** As discussed in Section 5.9, *Hydrology and Water Quality*, the Project includes BMPs that would treat stormwater under the County MS4 permit requirements.
Policy CSI 4.4 Groundwater Recharge. Require development projects to minimize stormwater runoff and provide on-site opportunities for groundwater recharge	**Consistent.** As discussed in Section 5.9, *Hydrology and Water Quality*, the proposed Project would implement

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that are integrated into the project design and amenities, and utilizing Low Impact Development techniques.	Low Impact Design features to support groundwater recharge.
Policy CSI 4.5 Drainage System Mitigation. In accordance with the City's performance standards for drainage facilities mandated by Measure C, require any significant impacts on local and regional storm drain systems associated with proposed development or redevelopment to be mitigated including the preparation of downstream drainage mitigation plans when appropriate to the scale and location of the project.	**Consistent.** As discussed in Section 5.9, *Hydrology and Water Quality*, the proposed Project would not significantly impact the regional storm drain systems by including on-site infiltration basins that would capture the 100-year 3-hour rain event, per the City's LID requirements.
Policy CSI 4.6 Aesthetic Design. Require use of landscaped swales and detention areas that provide percolation to the greatest extent possible using best management practices in order to promote sensitive and aesthetic design solutions for retaining on-site the incremental increases in runoff from a development site.	**Consistent.** As discussed in Section 5.9, *Hydrology and Water Quality*, the proposed Project would include a landscaped detention basin to retain the additional runoff from Project development.
Policy CSI 4.7 Bioswales. Discourage lined channels and encourage "soft bottom" channels that provide slower water runoff, first flush capabilities, groundwater recharge potential, and streambed vegetation.	**Consistent.** As discussed in Section 5.9, *Hydrology and Water Quality*, the proposed Project would include landscaped detention basins to retain the additional runoff from Project development.
Policy CSI 4.10 Low Impact Development. Limit disruption of natural hydrology by reducing impervious cover, increasing on-site infiltration, and managing stormwater runoff at the source. Use the following principles in development design: **1.** On undeveloped sites proposed for development, promote on-site stormwater infiltration through design techniques such as pervious paving, draining runoff into bioswales or properly designed landscaped areas, preservation of natural soils and vegetation, and limiting impervious surfaces; **2.** On previously developed sites proposed for major alteration, provide stormwater management improvements to restore natural infiltration to the extent practicable; **3.** Provide flexibility for design standards on impervious surfaces when it can be shown that such reductions will not have a negative impact and will provide the benefits of stormwater retention, groundwater infiltration, reduction of heat islands, enhancement of habitat and biodiversity, and other environmental benefits. **4.** Encourage and promote the use of new materials, Best Management Practices, and technology for improved stormwater management, such as pervious paving, green roofs, rain gardens, and vegetated swales. **5.** Integrate detention and retention basins into the landscape design of development sites using methods such as a network of small ephemeral swales treated with attractive planting. **6.** Discourage the use of mounded turf and lawn areas that drain onto adjacent sidewalks and parking lots; replace these areas with landscape designs that retain runoff and allow infiltration.	**Consistent.** As discussed in Section 5.9, *Hydrology and Water Quality*, the proposed Project would implement LID features. The infiltration basins have been sized to capture and treat stormwater while providing peak storm mitigation.
Policy CSI 4.11 Ahwahnee Water Principles. Incorporate the Ahwahnee Water Principles for Resource	**Consistent.** Ahwahnee Water Principals include drought tolerant landscaping and efficient use of

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Efficient Land Use into development design, as appropriate, to reduce costs and improve the reliability and quality of the City's water resources.	water. As discussed in Section 5.9, *Hydrology and Water Quality,* the proposed Project would include drought-tolerant landscaping as well as implement LID features and the stormwater runoff from the addition of impervious surfaces on-site from the development of the Project. The infiltration basins have been sized to capture and treat stormwater while providing peak storm mitigation.
Goal CSI-5 Facilitate the provision and maintenance of adequate systems to provide and conserve natural gas, electricity, and telecommunications systems.	**Consistent.** As discussed in Section 5.16, *Utilities and Service Systems*, the proposed Project would coordinate with the responsible utility agencies, and the Project site is currently served by existing utility lines. The proposed Project would not require the use of natural gas.
Policy CSI 5.3 Energy Services. Ensure the provision of reliable, quality energy services and promote energy conservation throughout the City.	**Consistent.** As discussed in Section 5.5*, Energy*, the proposed Project would implement energy-efficient practices outlined in Part 6 of Title 24 of the California Code of Regulations, adopted by the City in Municipal Code Section 14-65.
Policy CSI 5.4 Solar Energy. Encourage new buildings to maximize solar access to promote passive solar energy use, natural ventilation, effective use of daylight, an on-site solar generation.	**Consistent.** As discussed in Section 5.7, *Greenhouse Gas Emissions,* the proposed Project would be constructed with solar panels on the roofs.
Policy CSI 5.5 Energy Efficient Design. Encourage the efficient use of energy resources by residential, commercial, and industrial users by requiring project proposals to incorporate energy efficient products and techniques into their designs in accordance with adopted California Green Building Standards Code standards and other adopted development standards.	**Consistent.** As discussed in Section 5.5, *Energy*, the proposed Project would implement energy efficient practices as outlined in Part 6 of Title 24 of the California Code of Regulations, adopted by the city in Municipal Code Section 14-65.
Policy CSI 5.8 Agency Coordination. Provide early notification to utility companies regarding new development to ensure that services will be available in a timely manner, and encourage developers of large scale or complex developments to contact local utilities early in the process to insure that projected energy and utility demands will be able to be accommodated.	**Consistent.** The proposed Project Applicant has provided notification to applicable utility providers to ensure adequate infrastructure is available for the Project, as further discussed in Section 5.16, *Utilities and Service Systems.*
Goal CSI-6 Maintain an adequate and efficient system of collection and disposal of solid waste generated in the City in compliance with California Integrated Waste Management Board requirements.	**Consistent.** As discussed in Section 5.16, *Utilities and Service Systems,* the proposed Project would be required to comply with AB 341, which requires the diversion of 75 percent of operational solid waste.
Policy CSI 6.1 Solid Waste System. Promote efficient, economical, and environmentally sound waste collection, management, and disposal.	**Consistent.** As discussed in Section 5.16, *Utilities and Service Systems,* the proposed Project would be required to comply with AB 341, which requires the diversion of 75 percent of operational solid waste through reuse or recycling
Policy CSI 6.2 Recycling. Achieve maximum diversion of materials from disposal through the reduction, reuse, and recycling of wastes to the highest and best use.	**Consistent.** As discussed in Section 5.16, *Utilities and Service Systems,* the proposed Project would be required to comply with the 2025 California Green Building Standards Code that requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste
Policy CSI 7.1 City/School Districts Coordination. Coordinate development activity between the City and	**Consistent.** The proposed Project would be required to pay development impact fees contributing to school

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area school districts to adequately provide for the needs of the school districts through the collection of development fees and the appropriate location of school sites.	district needs pursuant to Section 17620 et seq. of the Education Code and Section 65995 et seq. of the Government Code.
Policy CSI 7.8 Infrastructure Design. To the extent feasible and appropriate, infrastructure designed for new development shall provide a beneficial impact on the location and implementation of community facilities such as schools, parks, fire stations, and other public services.	**Consistent.** The proposed Project would contribute to community facilities by paying development fees as required by Municipal Code Chapter 58-61.
Public Safety	
Goal PS-1 Reduce risks to the community from seismic activity and geologic conditions, including ground shaking, fault rupture, liquefaction, and landslides.	**Consistent.** The proposed Project would be built in compliance with the CBC, ensuring the building could provide adequate protection from damage associated with seismic incidents.
Policy PS 1.1 Seismic Standards. Strictly enforce the most recent state regulations governing seismic safety and structural design to minimize damage to structures from seismic or geologic hazards.	
Policy PS 1.2 Risk Reduction. Reduce the risk associated with structures that would likely be seriously damaged during a major earthquake, such as those located in high-risk seismic areas, critical or emergency facilities, and buildings that do not meet current seismic codes through on-site building placement, seismic retrofitting, development outside of geologically hazardous zones, and other means.	**Consistent.** As discussed in Section 5.6, *Geology and Soils*, no known active faults are within 500 feet of the Project site. Further, the Project would be built in compliance with the CBC which would ensure the building could provide adequate protection from damage associated with seismic incidents.
Policy PS 1.3 Slope Stability. Require adequate mitigation of potential impacts from erosion, slope instability, or other hazardous slope conditions for development occurring on slope and hillside areas.	**Consistent.** As discussed in Section 5.6, *Geology and Soils*, the Project site and the adjacent parcels are relatively flat and do not contain any hills or steep slopes.
Policy PS 1.6 Alquist-Priolo. Require that all new development comply with the Alquist-Priolo Earthquake Fault Zoning Act.	**Consistent.** As discussed in Section 5.6, *Geology and Soils*, the Project site is not located within an Alquist-Priolo Earthquake Fault Zone, and there are no known faults within 500 feet.
Policy PS 1.7 Emergency Access. Seek to maintain emergency access in the event of an earthquake by siting arterial roadways to avoid fault zones and designing roadways to mitigate damage.	**Consistent.** The proposed Project would be built in compliance with the CBC, would include signage for emergency situations and would further comply with Riverside County's Multi-Jurisdictional Local Hazard Mitigation Plan.
Goal PS-2 Reduce risk of property damage and human injury from flood hazards.	**Consistent.** As discussed in Section 5.8, *Hazards and Hazardous Materials,* the proposed Project would comply with the City's Municipal Code Chapter 14, Division 3, which provides construction standards that address the major causes of flood damage. These standards include provisions for anchoring, placement of utilities, raising floor elevations, using flood-resistant construction materials, and other methods to reduce flood damage.
Policy PS 2.2 Flood Area Preservation. Encourage flood control infrastructure that does not reduce the natural character or limit use of the site.	**Consistent.** As discussed in Section 5.9, *Hydrology and Water Quality*, the proposed Project would install a detention basin to collect stormwater throughout the site and implement Best Management Practices (BMPs) to reduce flood hazards and preserve groundwater quality.

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Policy PS 2.3 New Development. Minimize additional flood risk exposure in developing areas.	**Consistent.** As discussed in Section 5.8, *Hazards and Hazardous Materials,* the proposed Project would comply with the City's Municipal Code Chapter 14, Division 3, Flood Hazard Reduction Standards.
Policy PS 2.6 100-Year Flood Zone. Require new construction within the 100-year flood zone to meet National Flood Insurance Program standards.	**Consistent.** As discussed in Section 5.8, *Hazards and Hazardous Materials*, the Project site is not located within an existing FEMA floodplain, and the Flood Insurance Rate Map has designated it as an area of minimal flood hazard.
Policy PS 3.2 Traffic Safety. Minimize the potential for accidents involving railways, automobiles, pedestrians, and bicyclists by implementing roadway improvements identified in the Circulation Element, working closely with the Hemet Police Department, and encouraging proactive programs aimed at improving drivers' behavior.	**Consistent.** As described in Section 5.14, *Transportation*, Project frontage improvements and site access points would be constructed to be consistent with the identified roadway classifications and respective cross-sections in accordance with the Hemet General Plan Circulation Element.
Goal PS-4 Protect lives and property from the potential dangers associated with the use of Hemet-Ryan Airport while recognizing and maintaining its function as a part of Hemet's transportation system.	**Consistent.** As discussed in Section 5.8, *Hazards and Hazardous Materials*, the Project site is within the Runway Buffer Area Zone (Zone D) for the northern portion of the site, Extended Approach/Departure Zone (Zone C) for the southeast portion of the site, and the Adjacent to Runway Zone (Zone B-2) within the southwest portion of the site of the Hemet-Ryan Airport Land Use Compatibility Plan. Therefore, the proposed Project must comply with GP LU-P-35, Airport Land Use Plan Compatibility. The proposed Project is permitted within the Business Park (B-P) land use designation, allowable land use within Zones D, C, and B-2 of the Airport Influence Area. Thus, the proposed Project would be consistent with the City's GP, airport land use planning, and safety review within the airport policy area.
Policy PS 4.1 Land Use Compatibility. Minimize the risk of potential hazards associated with aircraft operations at the Hemet- Ryan Airport through the implementation of the 2017 Hemet-Ryan Airport Land Use Compatibility Plan, and review of legislative land use changes and ordinances located within the Airport Influence Area by the Airport land Use Commission (ALUC).	**Consistent.** The proposed Project falls within the Hemet-Ryan Airport Land Use Compatibility Plan, consistent with allowable land uses within the ALUCP.
Policy PS 4.2 Airport Safety Zones. Maintain adequate open space or compatible development adjoining the Hemet-Ryan Airport as required for safety as identified in the updated and adopted 2017 Hemet-Ryan Airport Land Use Compatibility Plan.	**Consistent.** The proposed Project is permitted within the B-P land use designation, which is an allowable land use within Zone D, C, and B-2 of the Airport Influence Area. Thus, the proposed Project would be consistent with the City's GP, airport land use planning, and safety review within the airport policy area.
Policy PS 4.4 Project Compatibility Review. As part of the City's development review process, applications for the development of land located within the Hemet-Ryan Airport Influence Area shall be reviewed for compatibility with both the City of Hemet's General Plan and the adopted Hemet-Ryan Airport Land Use Compatibility Plan. Additionally, all development applications shall be reviewed to whether notice to the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) is required pursuant to Part 77 of the Federal Aviation Regulations. If such notice is required, no building permits	**Consistent.** The Project site lies within the B2 and D zone. Interim Influence Area 1 is no longer applicable as the Riverside County Airport Land Use Commission adopted the Airport Land Use Compatibility Plan. Additionally, the proposed Project would be required to submit a Major Site Development Review with the ALUC for review and approval.

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shall be issued until the FAA OES has issued a "Determination of No Hazard to Air Navigation."	
Policy PS 4.5 Project Suitability Review. Each development application shall be reviewed in light of the best and most current evidence regarding airport use, noise, potential risks, and safety practices, to ensure that each development is suitable for its proposed location.	**Consistent.** The proposed Project falls within the Hemet-Ryan Airport Land Use Compatibility Plan and is consistent with allowable land uses within the ALUCP.
Policy PS 4.6 Project Noise Mitigation. Each development application shall be required to demonstrate that the project will utilize construction technologies that are designed to reduce interior noise in airport adjacent uses.	**Consistent.** As discussed in Section 5.8, *Hazards and Hazardous Materials*, the Project site is inside the 65 dBA CNEL airport noise impact zone, as shown in Figure 6.8 of the City's Public Safety Element. However, levels up to 70 dBA CNEL are acceptable for this type of land use development. Thus, impacts related to hazardous noise conditions from the operation of Hemet Ryan Airport would be less than significant.
Policy PS 4.7 Avigation Easements. Avigation easements shall be required for all land uses located wholly or partially in Compatibility Zones A, B, and B2 as part of the development review process. Recorded deed notices advising residents and business owners of the proximity of the Hemet-Ryan Airport shall be required for all new development in Compatibility Zones C and D.	**Consistent.** As discussed in Section 5.8, *Hazards and Hazardous Materials*, the proposed Project is in Compatibility Zone B2, C, and D. Thus, notices are required for the Project.
Policy PS 4.8 Project Operating Compatibility. Development applications shall be subject to the following airport land use restrictions: **a.** Any use that would direct a steady light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport, other than a navigational signal light or visual approach slope indicator approved by the Federal Aviation Administration, shall be prohibited. **b.** Any use that would cause sunlight to be reflected toward an aircraft engaged in initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet- Ryan Airport shall be prohibited. **c.** Any use that would generate smoke or vapor, that could attract large concentrations of birds, or that may otherwise affect safe air navigation within the area shall be prohibited. **d.** Any use that would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation shall be prohibited. **e.** Any proposed use within the City that is 200 feet or more in height shall be reviewed by the Airport Land Use Commission and the FAA in regard to airport safety and operational considerations.	**Consistent.** The proposed Project falls within the Hemet-Ryan Airport Land Use Compatibility Plan, consistent with allowable land uses within the ALUCP. The proposed Project would not include operations that would direct lights toward aircrafts, that would generate large amounts of smoke and vapor, or that would generate electrical interference with aircrafts. The proposed buildings would have a maximum height of 55 feet, consistent with the Hemet Zoning Code, therefore not exceeding 200 feet.
Policy PS 4.9 Aviation Wildlife Hazards. Projects that would create a potential to attract hazardous wildlife to, or in the vicinity of, the Hemet-Ryan Airport shall be reviewed for consistency with the standards, practices, and	**Consistent.** The proposed Project falls within the Hemet-Ryan Airport Land Use Compatibility Plan, consistent with allowable land uses within the ALUCP. It proposes the development of four industrial warehouse

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suggestions recommended by the U.S. Department of Transportation, Federal Aviation Administration.	buildings. The proposed Project would not have the potential to attract wildlife.
Goal PS-5 Protect lives and property from dangers associated with the storage, use, and transport of hazardous materials.	**Consistent.** As discussed in Section 5.8, *Hazards and Hazardous Materials,* construction and operation activities would be required to adhere to all applicable regulations regarding hazardous materials storage and handling, as well as to implement construction BMPs (through implementation of a required SWPPP implemented by City conditions of approval, and included as PPP HYD-1) to prevent a hazardous materials release and to promptly contain and clean up any spills, which would minimize the potential for harmful exposures.
Policy PS 5.1 Enforce Regulations. Implement and enforce regulations from federal and state authorities on the use, storage, disposal, and transportation of hazardous materials.	**Consistent.** As discussed in Section 5.8, *Hazards and Hazardous Materials*, routine use, storage, and transport of hazardous materials would comply with applicable laws and regulations.
Policy PS 5.5 Hazardous Material Locations. Require that uses that treat hazardous wastes generated off-site and that may pose a significant risk to public health by using, storing, transporting, or disposing of hazardous materials and wastes be located in areas planned and zoned for industrial use and not in proximity to residential, school, or other sensitive land uses.	**Consistent.** As discussed in Section 5.8, *Hazards and Hazardous Materials*, the tenants of the definitive and speculative industrial warehouse facilities may use, store, and dispose of various types and quantities of hazardous materials once operational. However, the proposed Project would comply with applicable laws and regulations and work with the fire department to prepare a business/contingency plan.
Policy PS 5.6 Development Standards. Ensure that new development sites have been sufficiently surveyed for contamination, particularly if near existing or former toxic or industrial sites; adequately remediated, if necessary, to meet all applicable laws and regulations; suitable for human occupation; and protected from known hazardous and toxic materials.	**Consistent.** As described in Section 5.8, *Hazards and Hazardous Materials*, a Phase I Environmental Site Assessment was conducted for the Project site. Phase I did not identify any recognized environmental conditions and determined that the Project site is not a listed hazardous site per Government Code Section 65962.5.
Goal PS-6 Protect lives, property, and natural resources from the potentially disastrous effects of fire hazards.	**Consistent.** As discussed in Section 5.8, *Hazards and Hazardous Materials,* the proposed Project would be constructed according to California Fire Code guidelines.
Policy PS 6.1 Fire Protection Standards. Adopt and enforce federal, state, and local construction and design standards regarding fire prevention and protection, particularly for high-occupancy, dependent-care, or essential facilities.	
Policy PS 6.2 Individual Fire Protection Systems. Require all new commercial, industrial, institutional, multiple-family residential, and mixed-use developments to install fire protection systems and encourage the use of automatic sprinkler systems where not otherwise required by existing codes and ordinances.	**Consistent.** As discussed in Section 5.8, *Hazards and Hazardous Materials,* the proposed Project would be constructed according to California Fire Code and the guidelines from the Hemet Fire Department related to fire prevention. It would be subject to review during the plan check process.
Policy PS 6.3 Safe Structures. Continue to conduct building and fire code inspections and enforcement to ensure safe structures and the protection of land and property.	**Consistent.** The proposed Project would be built in compliance with the CBC, ensuring the building could provide adequate protection from damage associated with seismic incidents.
Policy PS 6.4 Safety Exits. Require all new development projects to incorporate adequate egress systems in their design and encourage existing structures to upgrade their egress systems.	**Consistent.** As discussed in Section 5.8, *Hazards and Hazardous Materials,* the proposed Project would be constructed according to California Fire Code guidelines, including appropriate egress systems.

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Policy PS 6.8 Fire Hazard Mitigation. Mitigate existing fire hazards related to urban development or patterns of urban development as they are identified and as resources permit.	**Consistent.** As discussed in Section 5.8, *Hazards and Hazardous Materials,* the proposed Project would be constructed according to California Fire Code and the guidelines from the Hemet Fire Department related to fire prevention and would be subject to review during the plan check process.
Goal PS-7 Ensure that an adequate service level of fire protection is provided for all residents, visitors, and businesses throughout the City of Hemet.	**Consistent.** As discussed in Section 5.13, *Public Services*, the City would have sufficient capacity to accommodate fire protection and would not significantly impact service levels.
Policy PS 7.1 Fire Service Response. Assess the impacts of incremental increases in community development density and intensity and subsequent impacts on traffic congestion, municipal infrastructure capacity, fire hazards, and emergency response times. Ensure through the development review process that new development and redevelopment will not result in a reducing fire protection services below acceptable, safe levels with adequate fire flows and response time of five minutes or less for 80 percent of fire and emergency calls on both a citywide and response area basis.	**Consistent.** As discussed in Section 5.13, *Public Services*, the City would have sufficient capacity to accommodate fire protection and would not significantly impact service levels or emergency response times.
Policy PS 7.3 Development Impacts. Require development projects to contribute development impact fees, form public safety districts, or other financing mechanisms based on their proportional impact and on-going demand for fire services.	**Consistent.** The proposed Project would be required to pay development impact fees contributing to public services pursuant to City Municipal Code Chapter 58-61.
Policy PS 7.4 Emergency Access. Require adequate access for emergency vehicles, including adequate street widths, vertical clearance on new streets, and multiple points of access.	**Consistent.** As discussed in Section 5.8, *Hazards and Hazardous Materials,* the proposed Project would be constructed in accordance with Section 503 of the California Fire Code, which requires the safeguarding of any activity that encroaches into a right-of-way to ensure there is no interference with emergency access or evacuation. As described in Section 5.14, *Transportation*, the proposed driveways and roadways would provide adequate and safe circulation to, from, and through the Project site. They would provide a variety of routes for emergency responders to access the site and surrounding areas.
Policy PS 7.5 Fire Protection Adequacy. Maintain adequate and appropriate personnel, emergency vehicles, and other firefighting equipment and technology to respond to fires and other disasters or emergencies.	**Consistent.** As discussed in Section 5.13, *Public Services*, the City would have sufficient capacity, staff, and equipment to accommodate fire protection.
Goal PS-8 Ensure a secure environment with minimized risk of crime for residents, visitors, and businesses throughout the City of Hemet.	**Consistent.** As discussed in Section 5.13, *Public Services*, the City would have sufficient capacity to accommodate police services and would not significantly impact service levels or emergency response times.
Policy PS 8.1 Police Services. Ensure through the development review process that new development and redevelopment will not result in a reduction of law enforcement services below acceptable, safe levels with a seven minute average response time for emergency calls within urban areas, and a nine minute average response time for emergency calls in rural areas. Maintain sufficient and adequate facilities, personnel, and services to meet the community's needs.	

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Policy PS 8.3 Development Impacts. Require development projects to contribute development impact fees, form public safety districts, or other funding mechanisms based on their proportional impact and on-going demand for police services.	**Consistent.** The proposed Project would be required to pay development impact fees contributing to public services pursuant to City Municipal Code Chapter 58-61.
Goal PS-9 Improve community safety and reduce opportunities through criminal activity through appropriate physical design.	**Consistent.** As discussed in Section 3.0, *Project Description*, the proposed Project would include security lighting throughout the site to ensure maximum visibility.
Policy PS 9.1 Defensible Space. Require new developments to incorporate site design that help ensure maximum visibility and security for entrances, pathways, streets, sidewalks, corridors, public and private open space, and parking lots and structures.	**Consistent.** As discussed in Section 3.0, *Project Description*, the proposed Project would include security lighting throughout the site to ensure maximum visibility.
Policy PS 9.2 Adequate Project Lighting. Require appropriate lighting to be incorporated that provides adequate exterior illumination around commercial, business-park, public, parking, and multiple-family structures.	**Consistent.** The proposed Project would provide lighting throughout the Project site along sidewalks and outdoor areas, including consistent parking with Section 18.356 of the City's Municipal Code.
Goal PS-11 Manage noise levels through land use planning and development review.	**Consistent.** As discussed in Section 5.11, *Noise*, a Noise Impact Analysis was prepared for the proposed Project, and impacts would be less than significant.
Policy PS 11.1 Noise Standards. Enforce noise standards to maintain acceptable noise limits and protect existing areas with acceptable noise environments.	
Policy PS 11.2 Design to Minimize Noise. Encourage the use of siting and building design techniques as a means to minimize noise.	**Consistent.** As discussed in Section 5.11, *Noise*, a Noise Impact Analysis was prepared for the proposed Project and construction, and on-site operational impacts would be less than significant. The proposed Project would four industrial warehouse buildings in an area designated for Business Park and would not expose sensitive receptors to unnecessary noise levels. Additionally, the proposed Project would be setback from surrounding land uses, including a 147-foot from the shared property line with residences to the west.
Policy PS 11.3 Evaluate Noise. Evaluate potential noise conflicts for individual sites and projects, and require mitigation of all significant noise impacts (including construction and short-term noise impacts) as a condition of project approval.	**Consistent.** As discussed in Section 5.11, *Noise*, a Noise Impact Analysis was prepared for the proposed Project and impacts would be less than significant.
Policy PS 11.4 Protect Noise-Sensitive Uses. Protect noise-sensitive uses from new noise sources.	**Consistent.** As discussed in Section 5.11, *Noise*, a Noise Impact Analysis was prepared for the proposed Project. Construction and on-site operational impacts would be less than significant without mitigation. Impacts regarding off-site traffic noise would also be less than significant. The proposed Project complies with all noise standards.
Goal PS-12 Minimize noise conflicts from transportation sources and airports.	**Consistent.** As described in Section 5.14, *Transportation*, the proposed Project would introduce four industrial warehouses in an area zoned for Business Park uses near existing truck routes on SR-74 and Sanderson Avenue. As discussed in Section 5.11, *Noise*, the Project site is inside the 65 dBA CNEL airport noise boundary of the Hemet-Ryan Airport and is considered *acceptable* for the proposed land use.
Policy PS 12.1 Traffic Noise. Minimize noise conflicts between current and proposed land uses and the circulation network by encouraging compatible land uses around critical roadway segments with higher noise potential.	

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Policy PS 12.3 Airport Noise. Ensure that future development in the vicinity of Hemet-Ryan Airport is compatible with current and projected airport noise levels in accordance with the noise standards presented in Table 6.4 [of the Public Safety Element].	**Consistent.** As discussed in Section 5.11, *Noise*, the Project site is inside the 65 dBA CNEL airport noise boundary of the Hemet-Ryan Airport and is considered *acceptable* for the proposed land use.
Goal PS-13 Minimize noise conflicts with stationary noise generators.	**Consistent.** The proposed Project would include stationary noises consisting of one fire pump per building, heating, ventilation, and air conditioning, and of the movement of dock doors during operations. However, a 14-foot-high decorative solid screen wall is proposed surrounding the trailer parking and loading areas to minimize noise from operations. As discussed in Section 5.11, *Noise*, the proposed Project would result in less than significant noise impacts from operation of the warehouse buildings.
Policy PS 13.1 Protect Valuable Noise Sources. Protect the continued viability of economically valuable noise sources such as commercial and industrial facilities and the Hemet-Ryan Airport.	**Consistent.** The proposed Project would introduce four industrial warehouses in an area zoned for Business Park and General Commercial uses near existing truck routes on SR-74 and Sanderson Avenue. The proposed Project would include a zone change and GP amendment to the General Commercial designation to Business Park to have a uniform zoning designation throughout the Project site, as it is currently a split zoning for one parcel.
Open Space and Conservation	
Goal OS-1 Preserve and protect critical open space and natural resources.	**Consistent.** The Project site is not zoned for or identified as open space. As discussed in Section 5.3, *Biological Resources,* with the implementation of MM BIO-1 and PPP BIO-1 and BIO-2, impacts on burrowing owls, nesting birds and any sensitive biological resources would be mitigated to a less than significant level.
Policy OS 1.1 Development Proposals. Require development proposals to identify significant biological resources and to provide mitigation, including the use of adequate buffering and sensitive site planning techniques, selective preservation, provision of replacement habitats, and other appropriate measures as may be identified in habitat conservation plans or best practices related to particular resources.	**Consistent.** As discussed in Section 5.3, *Biological Resources,* with the implementation of MM BIO-1 and PPP BIO-1 and BIO-2, impacts on burrowing owls, nesting birds and any sensitive biological resources would be mitigated to a less than significant level.
Policy OS 1.6 Habitat Conservation Plans. Coordinate with Riverside County and other relevant agencies to implement the Western Riverside County Multiple-Species Habitat Conservation Plan, the Habitat Conservation Plan for the Stephens' Kangaroo Rat in Western Riverside County, and any other applicable habitat plan.	**Consistent.** As discussed in Section 5.3, *Biological Resources,* the Project site is within the San Jacinto Valley Area Plan of the Western Riverside County MSHCP. Pursuant to the MSHCP requirements, pre-construction surveys for burrowing owls shall take place 30 days prior to the commencement of any ground-disturbing activities, as implemented by MM BIO-1.
Policy OS 1.7 Wildlife Movement Corridor. Continue efforts to establish a wildlife movement corridor in areas such as the San Jacinto River corridor, Santa Rosa Hills, Lakeview Mountains, and the open space areas surrounding Diamond Valley Lake. As applicable, new development in these areas shall incorporate such corridors. To minimize impediments to riparian wildlife	**Consistent.** As described in Section 5.3, *Biological Resources*, the Project site has not been identified as occurring within a wildlife corridor or linkage. There are no riparian corridors, creeks, or useful patches of natural areas within or connecting the site to a recognized corridor or linkage.

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movement, new roadways over ravines, arroyos, and drainages shall maintain wildlife corridors by incorporating bridges or culverts, where practical.	
Policy OS 1.8 Local Resource Preservation. Maintain and enhance the natural resources of the Santa Rosa Hills, Tres Cerritos Hills, Salt Creek, Bautista Canyon, San Jacinto River/Bautista Creek, Reinhardt Canyon, Lakeview Mountains, Diamond Valley Lake, and all other waterways, ecosystems, and critical vegetation to ensure the long-term viability of habitat, wildlife, and wildlife movement corridors.	**Consistent.** As discussed in Section 5.3, *Biological Resources,* the proposed Project would not impact any riparian or wetland resources. The Project site has not been identified as occurring within a wildlife corridor or linkage. There are no riparian corridors, creeks, or useful patches of natural areas within or connecting the site to a recognized corridor or linkage.
Policy OS 1.9 Partnerships. Support efforts of local, state, and federal agencies and private conservation organizations to preserve, protect, and enhance identified open spaces and natural resources.	**Consistent.** The Project site is not zoned for or identified as open space.
Policy OS 2.2 Resource Conservation. Conserve view corridors and ridgelines, the San Jacinto River and Mountains, slopes, significant rock outcroppings, historic and landmark trees, and other important landforms and historic landscape features through the development review process.	**Consistent.** As discussed in Section 5.1*, Aesthetics*, the proposed Project would be set back from public scenic corridors and would not impact views of the surrounding foothills.
Policy OS 2.4 Landscaping Guidelines. Require developers and residents to incorporate native drought-resistant vegetation and shade trees into landscape designs to conserve water, improve comfort, augment neighborhood aesthetics, reduce energy use from operation of buildings, and maximize carbon capture and storage.	**Consistent.** As discussed in Section 3.0, *Project Description*, and illustrated in Figure 3-13, Conceptual Landscaping Plan, the proposed Project would utilize drought-tolerant landscaping to reduce water use.
Goal OS-5 Conserve and protect surface water, groundwater, and imported water resources.	**Consistent.** The proposed Project would be constructed according to Title 24 requirements of the 2022 California administrative code, and landscaping would be implemented throughout the Project site, including over the detention/infiltration basin. BMPs for stormwater management would also be implemented as described in Section 5.9, *Hydrology and Water Quality*.
Policy OS 5.1 Natural Approaches. Use natural approaches to the maximum extent possible to manage streams and create drainage infrastructure systems to protect groundwater recharge areas, conserve groundwater resources, maintain water quality through pollution reduction, channel drainage in environmentally sensitive ways, and design attractive and multi-use open space areas for recreation and habitat.	**Consistent.** As discussed in Section 5.9, *Hydrology and Water Quality,* the proposed Project would implement LID features, and stormwater runoff from the addition of impervious surfaces on-site during the Project's development would be conveyed into underground and above-ground infiltration basins. The underground basins would be covered with vegetation and landscaping. The infiltration basins have been sized to capture and treat stormwater while providing peak storm mitigation.
Policy OS 5.2 Protection of Groundwater Resources. Identify and protect the area's waterways and groundwater resources from depletion and sources of pollution in cooperation with local water districts, Riverside County Flood Control District, the Santa Ana Regional Water Quality Control Board, or other appropriate agencies.	**Consistent.** As discussed in Section 5.9, *Hydrology and Water Quality,* the proposed Project would implement LID features, and stormwater runoff from the addition of impervious surfaces on-site during the Project's development would be conveyed into underground and above-ground infiltration basins. The underground basins would be covered with vegetation and

General Plan Policy	Project Consistency
	landscaping. The infiltration basins have been sized to capture and treat stormwater while providing peak storm mitigation.
Policy OS 5.3 Development Design. Encourage the efficient use of water resources by residential, commercial, and industrial users by requiring development project proposals to incorporate best management practices into their designs, including the use of new technology in development design.	**Consistent.** As discussed in Section 5.9, *Hydrology and Water Quality*, the proposed Project would incorporate best management practices to encourage and facilitate efficient water use.
Policy OS 5.5 Water Efficient Landscaping. Require new landscape installations or rehabilitation projects by public agencies, nonresidential developers, multi-family residential developers, and homeowners to use water efficiently, encourage water conservation, and prevent water waste.	**Consistent.** As discussed in Section 5.16, *Utilities and Service Systems*, the proposed Project would use recycled water for landscaping and drought-tolerant landscaping to minimize water use.
Goal OS-6 Conserve energy resources through the use of available technology and conservation practices.	**Consistent.** As discussed in Section 5.5, *Energy*, the proposed Project would comply with all applicable CALGreen Building Code standards including the use of energy efficient appliances.
Policy OS 6.1 CALGreen Standards. Encourage the efficient use of energy resources by residential, commercial, and industrial users by requiring project proposals to incorporate energy-efficient products and techniques into their designs in accordance with adopted California Green Building Standards Code standards and other development standards.	**Consistent.** As discussed in Section 5.5, *Energy*, the proposed Project would comply with all applicable CALGreen Building Code standards including the use of energy efficient appliances.
Policy OS 6.3 Federal, State, Utility Company Incentives. Encourage homeowners, business owners, and other energy users to use incentives offered by federal, state, and utility companies; to identify voluntary retrofit opportunities and funding options that increase building energy performance; and to reduce energy consumption.	**Consistent.** As discussed in Section 5.5, *Energy*, the proposed Project would implement energy-efficient practices outlined in Part 6 of Title 24 of the California Code of Regulations, adopted by the city in Municipal Code Section 14-65.
Policy OS 6.5 Clean Energy. Support the use and production of clean energy resources through green technology and programs that promote wind, solar, renewable, biomass, and cogenerating energy resources, where compatible with adjacent land uses.	**Consistent.** As discussed in Section 5.7, *Greenhouse Gas Emissions*, the Project buildings would each feature a solar-ready roof, consistent with Title 24 requirements.
Policy OS 6.6 Solar Energy. Encourage existing or new structures to maximize solar access by promoting passive solar energy design, natural ventilation, effective use of daylight, an onsite solar generation.	**Consistent.** As discussed in Section 5.7, *Greenhouse Gas Emissions*, the proposed Project buildings would be constructed with solar ready roofs, consistent with Title 24 requirements.
Policy OS 6.7 Recycling. Promote the use of recycling and recycled materials in development projects and consumable products.	**Consistent.** As discussed in Section 5.16, *Utilities and Service Systems*, the proposed Project would comply with AB 341 and the California Green Building Standards code and recycle 65% of construction-related solid waste and 75% of operational solid waste.

General Plan Policy	Project Consistency
Goal OS-7 Improve air quality and seek to reduce greenhouse gas emissions.	**Consistent.** While the proposed Project would not improve air quality, the proposed Project would introduce mitigation measures outlined in Section 5.7, *Greenhouse Gas Emissions*, that are specified to reduce the Project's air quality impacts to the maximum extent feasible, and the proposed Project would include various measures related to building design, mobile sources, and energy systems pursuant to Title 24 CALGreen Code and Building and Energy Efficiency Standards to minimize greenhouse gas emissions.
Policy OS 7.1 Development Design and Practices. Reduce the amount of air pollution emissions from mobile and stationary sources and enhance the South Coast Air Basin by using best management practices in development proposals and project implementation.	**Consistent.** As discussed in Section 5.2, *Air Quality*, the proposed Project would incorporate design features and PPP's to reduce air pollutant emissions to the greatest extent feasible.
Policy OS 7.6 Transportation Trip Management. Encourage employers to implement transportation demand management (TDM) measures to reduce trips and vehicle miles traveled.	**Consistent.** As discussed in Section 5.7, *Greenhouse Gas Emissions,* the proposed Project would include Mitigation Measure GHG-10, which requires each owner/tenant to develop a use/occupant-specific transportation demand management (TDM) program to be submitted to the City Planning Department and City Building Department for review.
Policy OS 7.8 Green Building Techniques. Encourage green building techniques that improve indoor air quality, energy efficiency and conservation in buildings, and utilization of renewable energy sources.	**Consistent.** As discussed in Section 5.5, *Energy*, the proposed Project would comply with all applicable CALGreen Building Code standards, including the use of energy-efficient appliances.
Policy OS 7.9 Stationary Source Pollution. Continue to minimize stationary source pollution through the following: • Ensure that industrial and commercial land uses are meeting existing South Coast Air Quality Management air thresholds by adhering to established rules and regulations. • Encourage the use of new technology to neutralize harmful criteria pollutants from stationary sources. Reduce exposure of the City's sensitive receptors to poor air quality nodes through smart land use decisions.	**Consistent.** As shown in Table 5.2-7, *Summary of Peak Operational Emissions*, and Table 5.2-10, *Project Localized Operational Emissions (lbs/day),* the proposed Project's stationary source emissions would not exceed SCAQMD air quality thresholds and would not expose sensitive receptors to high concentrations of pollutants. In addition, the proposed Project would not result in localized significance thresholds for nearby sensitive receptors.
Policy OS 7.11 Fugitive Dust. Reduce the amount of fugitive dust released into the atmosphere by construction and demolition, materials handling, paved roads, unpaved roads, and stock piles through development standards and compliance with CEQA regulations.	**Consistent.** As discussed in Section 5.2, *Air Quality,* the proposed Project would implement SCAQMD Rule 403 to reduce impacts from fugitive dust during construction.
Policy OS 7.12 Best Management Practices. Ensure all applicable best management practices are used in accordance with South Coast Air Quality Management District (SCAQMD) to reduce emitting criteria pollutants during construction.	**Consistent.** As described in Section 5.2, *Air Quality*, operation of the proposed Project would not generate substantial quantities of steam, smoke, and dust emissions, and emissions would be regulated by SCAQMD requirements.
Policy OS 8.2 Land Use Planning. Encourage new and infill development that provides employment opportunities for Hemet residents, is located near activity centers or along transportation corridors, and incorporates off-road	**Consistent.** As discussed in Section 5.12, *Population and Housing*, the proposed Project would generate 612 employees to operate four industrial warehouse buildings. These jobs are anticipated to be filled by the

General Plan Policy	Project Consistency
trails for pedestrians and cyclists to reduce the length and number of vehicle trips.	local workforce and reduce the need for lengthier commutes.
Policy OS 8.4 Local Employment. Continue to create local employment opportunities by maintaining an adequate supply of designated commercial and industrial land, in accordance with the Land Use Element.	**Consistent.** As discussed in Section 5.12, *Population and Housing*, the proposed Project would generate 612 employees to operate four industrial warehouse buildings.
Policy OS 8.5 Jobs/Housing Balance. Improve the City's jobs-housing balance by encouraging the development, expansion, and retention of business.	**Consistent.** As discussed in Section 5.12, *Population and Housing*, the City of Hemet is a housing-rich community. The proposed Project would generate approximately 612 employees to operate four industrial warehouse buildings and associated truck-trailer parking areas.
Policy OS 8.6 Vehicle Miles Traveled. Cooperate with regional, state, and federal agencies to reduce vehicle miles traveled and consequent emissions through job creation.	**Consistent.** As discussed in Section 5.14, *Transportation,* the proposed Project satisfies the requirements of Screening Criteria 2. Therefore, the Project's impact on VMT would be considered less than significant, and an analysis of VMT would not be required.
Policy OS 8.7 Innovative Practices. Encourage the efforts of utility companies, water companies, private businesses, and other persons or organizations in their efforts to institute sustainable practices in their operations.	**Consistent.** The proposed Project would incorporate various measures related to building design, landscaping, and energy systems to promote the efficient use of energy, pursuant to Title 24 CALGreen Code and Building Energy Efficiency Standards.

Other Land Use Plan, Policy, or Regulation Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect.

In addition to the above, the Project would comply with the following plans, which would further reduce potential impacts:

Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP)

The proposed Project is located approximately 700 feet from the southern boundary of the Hemet-Ryan Airport. As shown in the City of Hemet Land Use Element Figure 3.6a, the Project site is within the boundaries of the Hemet-Ryan Airport Land Use Compatibility Plan Map. Specifically, the Project site is within the Runway Buffer Area Zone (Zone D) for the northern portion of the site, the Extended Approach/Departure Zone (Zone C) for the southeast portion of the site, and the Adjacent Runway Zone (Zone B-2) within the southwest portion of the site. The Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP), as adopted in 1992 and amended in 2009, is the applicable Compatibility Plan for the Hemet-Ryan Airport. The most recent Hemet-Ryan ALUCP was adopted on February 9, 2017, and establishes a compatibility map delineation, and specific compatibility policies.

The proposed Project must comply with General Plan Program LU-P-35, which addresses Airport Land Use Plan Compatibility. This program mandates that all new developments within the boundaries of the Airport Influence Zones undergo a review to ensure consistency with the Airport Land Use Plan. Program LU-P-35 specifies that legislative land use proposals—such as General Plan Amendments, Specific Plans, Development Agreements, Zone Changes, and Zoning Ordinance Amendments—be forwarded to the Riverside County Airport Land Use Commission (ALUC) for review.

According to Table 2.5 of the General Plan Land Use Element, the proposed industrial use is permitted within the B-P land use designation, which is allowable within Zones D, C, and B-2 of the Airport Influence Area.

Furthermore, while the Project site lies within the 65 dBA CNEL airport noise impact zone, as indicated in Figure 6.8 of the City's Public Safety Element, noise levels up to 70 dBA CNEL are considered acceptable for this land use. As described in Section 5.11, *Noise*, of this Draft EIR, the Project would comply with Airport Influence Area noise and compatible land use requirements.

As such, the proposed Project would align with the City's General Plan, airport land use policies, and safety guidelines within the airport influence area.

Santa Ana Regional Water Quality Control Board Water Quality Control Plan (RWQCB)

The City of Hemet is within the jurisdiction of the Santa Ana RWQCB. The RWQCB sets water quality standards for all ground and surface waters within its region by implementing a Water Quality Control Plan (Basin Plan). The Basin Plan describes existing water quality conditions and establishes water quality goals and policies. The Basin Plan is also the basis for the Regional Board's regulatory programs. To this end, the Basin Plan establishes water quality standards for all the ground and surface waters of the region. The term "water quality standards," as used in the federal Clean Water Act, includes both the beneficial uses of specific water bodies and the levels of quality that must be met and maintained to protect those uses. The Basin Plan consists of an implementation plan describing the actions that are necessary to achieve and maintain target water quality standards. The Santa Ana Basin Plan has been in place since 1995 (with updates in 2008, 2011, 2016, and 2019), intending to protect public health and welfare and maintain or enhance water quality and potential beneficial uses of the water. As described in Section 5.9, "Hydrology and Water Quality," the Project will comply with RWQCB requirements.

5.10.8 CUMULATIVE IMPACTS

Cumulative projects in the City of Hemet could have a potential cumulative impact if they, in combination, conflict with existing land use plans, policies, and regulations adopted to avoid or mitigate environmental impacts. Cumulative projects in the City of Hemet would utilize regional planning documents such as SCAG's RTP/SCS during planning, and the City's General Plan would be consistent with the regional plans, to the extent that they are applicable. Cumulative projects in this jurisdiction would be required to comply with the applicable land use plan, or they would not be approved without a General Plan amendment.

While the Project requires a General Plan amendment to change the zoning of the site, the proposed Project would be consistent with the General Plan land use designation and zoning designation after the amendment. It would be consistent with the surrounding uses. Past and present cumulative projects do not involve amendments that would eliminate the application of policies adopted to avoid or mitigate environmental effects. Determining whether any future project might include such amendments and determining the cumulative impact of such amendments would be speculative as it cannot be known what applications not currently filed might request. Thus, it is expected that the land uses of cumulative projects would be consistent with policies that avoid an environmental effect; therefore, cumulative impacts from cumulative projects related to policy consistency would be less than significant.

5.10.9 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

None.

Plans, Programs, or Policies

None.

5.10.10 PROJECT DESIGN FEATURES

None.

5.10.11 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements Impact LU-2 would be less than significant.

5.10.12 MITIGATION MEASURES

Refer to all mitigation measures presented in this Draft EIR. In instances where significant impacts are identified as part of the Project's construction and/or operational phases, mitigation measures are provided in the specific topic sections to reduce impacts to less-than-significant levels (or, if it is not possible to reduce the Project's impacts to less-than-significant levels, mitigation is provided to minimize impacts to the maximum level feasible).

5.10.13 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Existing regulatory programs would reduce potential impacts associated with land use and planning for Impact LU-2 to less than significant. No significant and unavoidable impacts related to land use would occur.

5.10.14 REFERENCES

City of Hemet. (January 2012a). *General Plan 2030*. Retrieved from: https://www.hemetca.gov/534/Final-General-Plan-2030

City of Hemet. (January 2012b). *General Plan 2030 Environmental Impact Report*. Retrieved from: https://www.hemetca.gov/444/Final-Environmental-Impact-Report

SCAG (Southern California Association of Governments). (2024). *Connect SoCal: 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy*. https://scag.ca.gov/connect-socal

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5.11 Noise

5.11.1 INTRODUCTION

This section of the Draft EIR evaluates the potential noise impacts that would result from implementing the proposed Project. It discusses the existing noise environment within and around the Project site, as well as the regulatory framework for noise regulation. This section analyzes the effect of the proposed Project on the existing ambient noise environment during construction and operational activities. It evaluates the Project's noise effects for consistency with relevant local agency noise policies and regulations. This section includes data from the following documents and reports:

- *City of Hemet General Plan Update 2010-2030*, adopted January 24, 2012
- *City of Hemet General Plan Update 2010-2030 Environmental Impact Report*, certified January 2012
- City of Hemet Municipal Code
- *Noise and Vibration Impact Analysis Hemet 63 Industrial Project*, prepared by LSA, December 2024, included as Appendix K

5.11.1.1 Noise and Vibration Terminology

Various noise descriptors are utilized in this Draft EIR analysis and are summarized as follows:

dB: Decibel, the standard unit of measurement for sound pressure level.

dBA: A-weighted decibel, an overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.

Leq: The equivalent sound level, which describes noise over a specified time, typically 1 hour, in terms of a single numerical value. The Leq of a time-varying signal and that of a steady signal are the same if they deliver the same acoustic energy over a given time. The Leq may also be referred to as the average sound level.

Lmax: The instantaneous maximum noise level experienced during a given time.

Lmin: The instantaneous minimum noise level experienced during a given period.

Lx: The sound level that is equal to or exceeds "x" percent of a specified time. The "x" thus represents the percentage of time a noise level is exceeded. For instance, L50 and L90 represent the noise levels that are exceeded 50 percent and 90 percent of the time, respectively.

Ldn: Also termed the "day-night" average noise level (DNL), Ldn is a measure of the average of A-weighted sound levels occurring during a 24-hour period. By weighting noise levels at night (penalizing" nighttime noises), Ldn accounts for the greater sensitivity of most people to nighttime noise. Noise between 10:00 p.m. and 7:00 a.m. is weighted by adding 10 dBA to consider the greater annoyance of nighttime noises.

CNEL: The Community Noise Equivalent Level, which, similar to the Ldn, is the average A-weighted noise level during a 24-hour day that is obtained after an addition of 5 dBA to measured noise levels between the hours of 7:00 p.m. to 10:00 p.m. and after an addition of 10 dBA to noise levels between the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

The "ambient noise level" is the background noise level associated with a given environment at a specified time and is usually a composite of sound from many sources from many directions.

PPV: The maximum instantaneous peak of the vibration signal.

RMS: The average of the squared amplitude of the signal, which is most frequently used to describe the effect of vibration on the human body.

VdB: Decibel notation. VdB reduces the range of numbers used to describe human response to vibration.

The "ambient noise level" is the background noise level associated with a given environment at a specified time and is usually a composite of sound from many sources from many directions.

5.11.1.2 Effects of Noise

Noise is generally loud, unpleasant, unexpected, or undesired sound typically associated with human activity that is a nuisance or disruptive. The effects of noise on people can be placed into four general categories:

- Subjective effects (e.g., dissatisfaction, annoyance)
- Interference effects (e.g., communication, sleep, and learning interference)
- Physiological effects (e.g., startle response)
- Physical effects (e.g., hearing loss)

Although exposure to high noise levels has been demonstrated to cause physical and physiological effects, the primary responses to typical environmental noise exposure are related to the subjective impacts and interference with activities. Interference effects refer to the interruption of daily activities and include interference with human communication activities, such as everyday conversations, watching television, telephone conversations, and interference with sleep. Sleep interference effects can consist of both awakening and arousal to a lesser state of sleep. Concerning the subjective effects, the responses of individuals to similar noise events are diverse. They are influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day and the type of activity during which the noise occurs, and individual noise sensitivity.

In general, the greater the extent to which a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will be to those hearing it. Concerning increases in A-weighted noise levels, the following relationships generally occur:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived.
- Outside of the laboratory, a 3-dBA change in noise levels is considered to be a barely perceivable difference.
- A change in noise levels of 5 dBA is considered to be a readily perceivable difference.
- A change in noise levels of 10 dBA is subjectively heard as a doubling of the perceived loudness.

5.11.1.3 Noise Attenuation

Stationary point sources of noise, including stationary mobile sources such as idling vehicles, attenuate (lessen) at a rate of 6 dBA per doubling of distance from the source over hard surfaces to 7.5 dBA per doubling of distance from the source over soft surfaces, depending on the topography of the area and environmental conditions (e.g., atmospheric conditions, noise barriers [either vegetative or manufactured]). Thus, a noise measured at 90 dBA 50 feet from the source would attenuate to about 84 dBA at 100 feet, 78 dBA at 200 feet, 72 dBA at 400 feet, and so forth. Widely distributed noise, such as a large industrial facility spread over many acres or a street with moving vehicles, would typically attenuate at a lower rate, approximately 4 to 6 dBA per doubling of distance from the source.

Hard sites have a reflective surface between the source and the receiver, such as asphalt or concrete surfaces or smooth bodies of water. No excess ground attenuation is assumed for hard sites, and the changes in noise levels with distance (drop-off rate) are simply the result of the geometric spreading of the noise from the source. Soft sites have an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees. In addition to geometric spreading, soft sites typically assume an excess ground attenuation value of 1.5 dBA (per doubling distance). Line sources (such as traffic noise from vehicles) attenuate at a rate between 3 dBA for hard sites and 4.5 dBA for soft sites for each doubling of distance from the reference measurement.

5.11.1.4 Fundamentals of Vibration

Vibration is energy transmitted in waves through the ground or man-made structures. These energy waves generally dissipate with distance from the vibration source. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) refers to the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts on buildings but is not always suitable for evaluating human response (annoyance). It takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the square root of the average of the squared amplitudes of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. VdB serves to reduce the range of numbers used to describe human response to vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receivers for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and the sick), and vibration-sensitive equipment.

The background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration usually is perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely noticeable. The range of interest spans approximately 50 VdB, the typical background vibration-velocity level, to 100 VdB, the general threshold at which minor damage can occur in fragile buildings.

5.11.2 REGULATORY SETTING

5.11.2.1 Federal Regulations

There are no federal regulations concerning noise impacts that are applicable to the proposed Project.

5.11.2.2 State Regulations

California Green Building Standards Code

The State of California's Green Building Standards Code (CALGreen) contains mandatory measures for non-residential building construction in Section 5.507 on Environmental Comfort. These noise standards are applied to new construction in California to control interior noise levels resulting from exterior noise sources. The regulations specify that acoustic studies must be prepared when non-residential structures are developed in areas where the exterior noise levels exceed 65 dBA CNEL, such as within a noise contour of an airport, freeway, railroad, and the other regions where noise contours are not readily available. If the development falls within an airport or freeway 65 dBA CNEL noise contour, the combined sound transmission class (STC) rating of the wall and roof-ceiling assemblies shall be constructed to provide an interior noise environment

attributable to exterior sources that do not exceed an hourly equivalent noise level of 50 dBA Leq in occupied areas during any hour of operation (Section 5.507.4.2).

5.11.2.3 Local Regulations

Hemet-Ryan Airport Land Use Compatibility Plan

The Project site is adjacent to the northern boundary of the Hemet-Ryan Airport. The most recent *Hemet-Ryan Airport Land Use Compatibility Plan* (ALUCP) was adopted on February 9, 2017, and establishes airspace protection zones, safety zones, noise impact zones, and recorded overflight notification zones for areas within the Airport Influence Area. The Project site is located within the Hemet-Ryan Airport Influence Area according to Policy Map HR 1 of the ALUCP. It is in the 55–60 dBA CNEL airport noise impact zone, according to Policy Map HR 3 (County of Riverside Airport Land Use Commission, 2017).

City of Hemet General Plan 2030

The City of Hemet has adopted a Public Safety Element in its General Plan to control and abate environmental noise and to protect the citizens of Hemet from excessive exposure to noise. The Public Safety Element specifies the maximum allowable unmitigated exterior noise levels for new developments that are impacted by transportation noise sources such as arterial roads, freeways, airports, and railroads. In addition, the Public Safety Element identifies noise policies and implementation measures designed to protect, create, and maintain an environment free from noise that may jeopardize the health or welfare of sensitive receptors, or degrade the quality of life.

The General Plan contains the following policies related to noise that are applicable to the Project:

Land Use Element

Policy LU 11.10 **Industrial Development Standards.** Require development standards that appropriately control the location and operation of industrial uses that use, store, transport or generate hazardous materials or unacceptable levels of noise and air pollution or other adverse impacts.

Public Safety Element

Policy PS 4.5 **Project Suitability Review.** Each development application shall be reviewed in light of the best and most current evidence regarding airport use, noise, potential risks, and safety practices, to ensure that each development is suitable for its proposed location.

Policy PS 4.6 **Project Noise Mitigation.** Each development application shall be required to demonstrate that the project will utilize construction technologies that are designed to reduce interior noise in airport adjacent uses.

Goal PS 11 **Manage noise levels through land use planning and development review.**

Policy PS 11.1 **Noise Standards.** Enforce noise standards to maintain acceptable noise limits and protect existing areas with acceptable noise environments.

Policy PS 11.2 **Design to Minimize Noise.** Encourage the use of siting and building design techniques as a means to minimize noise.

Policy PS 11.3 **Evaluate Noise.** Evaluate potential noise conflicts for individual sites and projects and require mitigation of all significant noise impacts (including construction and short-term noise impacts) as a condition of project approval.

Policy PS 11.4 **Protect Noise-Sensitive Uses.** Protect noise-sensitive uses from new noise sources.

Goal PS 12 **Minimize noise conflicts from transportation sources and airports.**

Policy PS 12.1 **Traffic Noise.** Minimize noise conflicts between current and proposed land uses and the circulation network by encouraging compatible land uses around critical roadway segments with higher noise potential.

Policy PS 12.3 **Airport Noise.** Ensure that future development in the vicinity of Hemet-Ryan Airport is compatible with current and projected airport noise levels in accordance with the noise standards presented in Table 6.4 [of the Public Safety Element].

Goal PS 13 **Minimize noise conflicts with stationary noise generators.**

Policy PS 13.1 **Protect Valuable Nosie Sources.** Protect the continued viability of economically valuable noise sources such as commercial and industrial facilities and the Hemet-Ryan Airport.

City of Hemet Municipal Code

Chapter 30, Article II, Section 30-32(33). Chapter 30, Article II, Sections 30-32(33) of the Hemet Municipal Code permits construction activities between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May. Sunday Construction shall be prohibited. Exceptions to these standards may be granted only by the City building official and/or the City Council. Construction occurring consistently with these provisions is exempt from regulation.

Construction Standards

The City does not have daytime construction noise level limits for activities within the specified hours listed in Municipal Code Chapter 30, Article II, Section 30-32(33). The Federal Transit Authority (FTA) considers a daytime exterior construction noise level of 80 dBA Leq as a reasonable threshold for noise-sensitive residential land use (FTA, 2018). Therefore, to evaluate whether the Project will generate potentially significant short-term noise levels at the closest noise-sensitive residential receiver locations, a daytime exterior construction noise level of 80 dBA L_{eq} is used as a reasonable threshold to assess construction noise level impacts based on the FTA detailed analysis construction noise criteria with a nighttime exterior construction noise level of 70 dBA L_{eq}.

Table 5.11-1: Daytime Construction Noise Criteria

Land Use	Daytime 1-hour Leq (dBA)	Nighttime 1-hour Leq (dBA)
Residential	80	70
Commercial	85	85
Industrial	90	90

Source: Transit Noise and Vibration Impact Assessment Manual (FTA, 2018).
dBA = A-weighted decibels
Leq = equivalent continuous sound level

Vibration Standards

The City of Hemet does not identify specific vibration level standards. Therefore, for analysis purposes, vibration annoyance and damage criteria presented in the Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* (FTA, 2018) are used to assess potential temporary construction-related vibration impacts at adjacent building locations.

Vibration standards included in the FTA Manual for ground-borne vibration impacts on human annoyance are based on the maximum levels for a single event. Table 5.11-2 provides the criteria for assessing the potential for interference or annoyance from vibration levels in a building.

Table 5.11-2: Construction Vibration Annoyance Criteria

Land Use	Max Lv (VdB)[1]	Description of Use
Workshop	90	Vibration that is distinctly felt. Appropriate for workshops and similar areas not as sensitive to vibration.
Office	84	Vibration that can be felt. It is appropriate for offices and similar areas not as sensitive to vibration.
Residential Day	78	Vibration that is barely felt. Adequate for computer equipment and low-power optical microscopes (up to 20×).
Residential Night and Operating Rooms	72	Vibration is not felt; ground-borne noise may be audible inside quiet rooms. Suitable for medium-power microscopes (100×) and other equipment of low sensitivity.

Source: Transit Noise and Vibration Impact Assessment Manual (FTA, 2018).
Max = maximum
Lv = velocity in decibels
VdB = vibration velocity in decibels

FTA guidelines show that a vibration level of up to 0.5 in/sec in PPV is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster) and would not result in any construction vibration damage. For non-engineered timber and masonry buildings, the construction building vibration damage criterion is 0.2 in/sec in PPV. The nearest noise-sensitive buildings adjacent to the Project site, identified by the address in Table 5.11-3 below, can best be described as "older residential structures" or "non-engineered timber and masonry buildings" with a maximum acceptable continuous vibration threshold of 0.2 PPV in/sec.

Table 5.11-3: Construction Vibration Damage Criteria

Building Category	PPV (in/sec)
Reinforced concrete, steel, or timber (no plaster)	0.50
Engineered concrete and masonry (no plaster)	0.30
Non-engineered timber and masonry buildings	0.20
Buildings extremely susceptible to vibration damage	0.12

Source: Transit Noise and Vibration Impact Assessment Manual (FTA, 2018).
PPV = peak particle velocity
in/sec = inch/inches per second

5.11.3 ENVIRONMENTAL SETTING

To assess the existing noise level environment, 24-hour noise level measurements were taken at various locations, shown in Figure 5.11-1. The noise level measurements were positioned as close to the Project site as possible to assess the existing ambient hourly noise levels. The background ambient noise levels in the Project site are dominated by traffic on West Florida Avenue and West Acacia Avenue, and airport activities to the south. A description of these locations and the existing noise levels are provided in Table 5.11-4.

Table 5.11-4: Summary of 24-Hour Ambient Noise Level Measurements

Location		Daytime Noise Levels[1] (dBA L_{eq})	Evening Noise Levels[2] (dBA L_{eq})	Nighttime Noise Levels[3] (dBA L_{eq})	Daily Noise Levels (dBA CNEL)
LT-1	Located on a fence along the project site's northwestern boundary near a Billboard sign, approximately 115 ft away from the West Florida Avenue centerline.	60.5-64.9	74.3-86.9	56.7-64.1	71.5-79.7
LT-2	Located on a fence along the project site's southwestern boundary near a Single-family home on 5001 W Florida Ave, Hemet, CA 92545, approximately 2,440 ft away from West Florida Avenue centerline.	40.6-58.0	57.6-78.5	38.0-46.8	52.0-66.0

Source: Noise and Vibration Impact Analysis (Appendix K).
Note: Noise measurements were conducted from April 25 to April 26, 2022, starting at 11:00 a.m.
[1] Daytime Noise Levels = noise levels from 7:00 a.m. to 7:00 p.m.
[2] Evening Noise Levels = noise levels from 7:00 p.m. to 10:00 p.m.
[3] Nighttime Noise Levels = noise levels from 10:00 p.m. to 7:00 a.m.
dBA = A-weighted decibels
CNEL = Community Noise Equivalent Level
L_{eq} = equivalent continuous sound level

5.11.3.1 Existing Vibration

Aside from periodic construction work that may occur near the Project area, other sources of ground-borne vibration include heavy-duty vehicular travel (e.g., refuse trucks and delivery trucks) on area roadways. Trucks traveling at 50 feet typically generate ground-borne vibration velocity levels of around 63 VdB (approximately 0.006 in/sec PPV). They could reach 72 VdB (approximately 0.016 in/sec PPV) when trucks pass over bumps in the road (FTA, 2006).

5.11.3.2 Existing Airport Noise

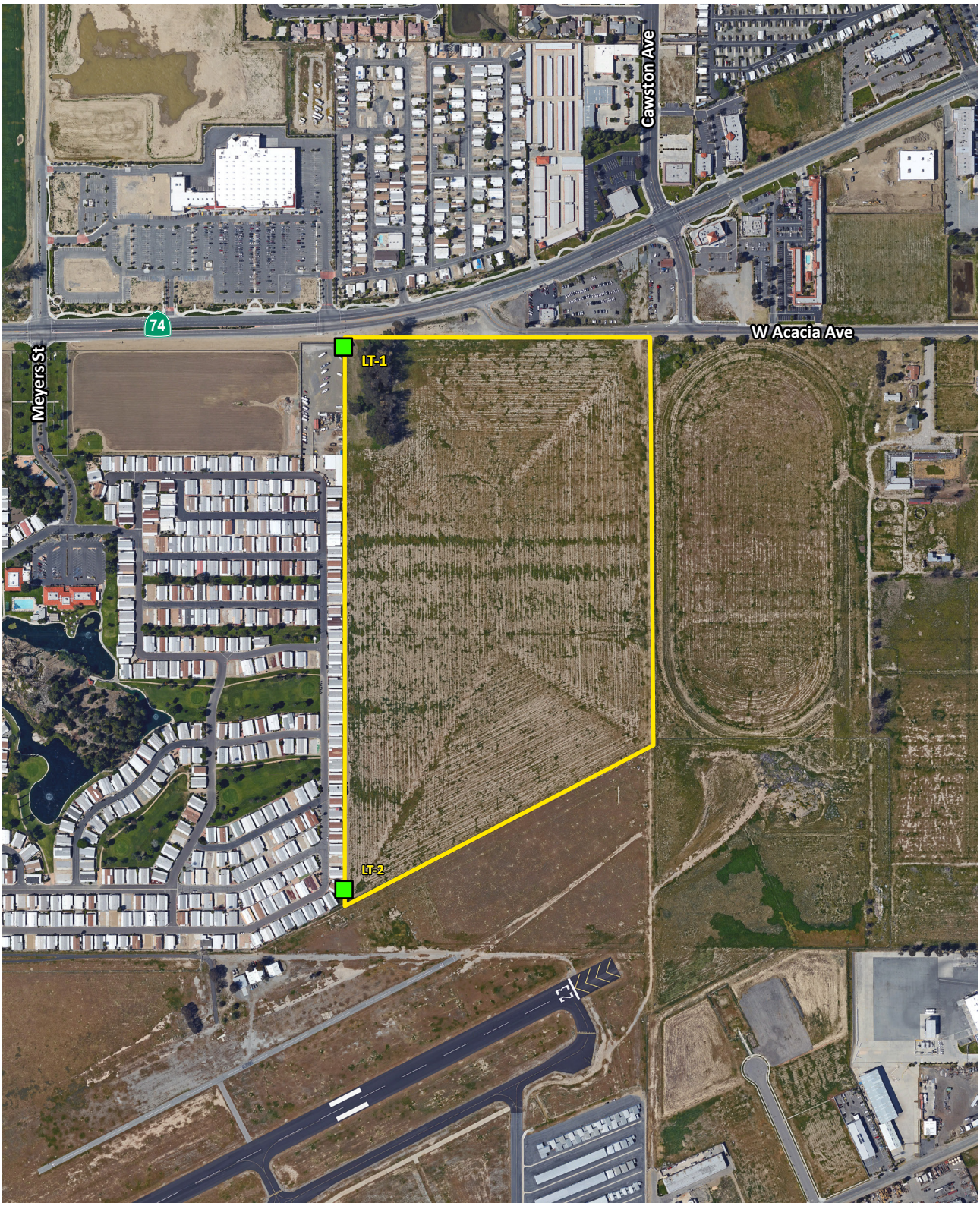
The nearest airport to the Project site is Hemet-Ryan Airport, located approximately 700 feet to the south. The noise contour boundaries used to determine the potential aircraft-related noise impacts at the Project site are found on Map HR-2 of the Hemet-Ryan ALUCP (County of Riverside Airport Land Use Commission, 2017). As shown in Figure 5.11-2, the Project site is located within the 55-60 dBA CNEL airport noise impact zone. Industrial land uses are considered compatible with the 55-60 dBA CNEL noise contour boundaries. As shown in Table 6.3 of the City's Public Safety Element, noise levels up to 70 dBA CNEL are acceptable for this type of land use development (City of Hemet, 2012).

5.11.3.3 Sensitive Receivers

Noise-sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Noise-sensitive land uses are generally considered to include residences, schools, hospitals, and recreation areas. The closest sensitive receptors to the Project site are residential uses, part of a mobile home park, located approximately 25 feet west of the Project site. Additionally, a mobile home park is located approximately 120 feet north of the site across West Acacia Avenue and West Florida Avenue. Other sensitive land uses in the Project study area located at greater distances than those identified in this noise study will experience lower noise levels than those presented in this report due to the additional attenuation from distance and the shielding of intervening structures.

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Noise Measurement Locations

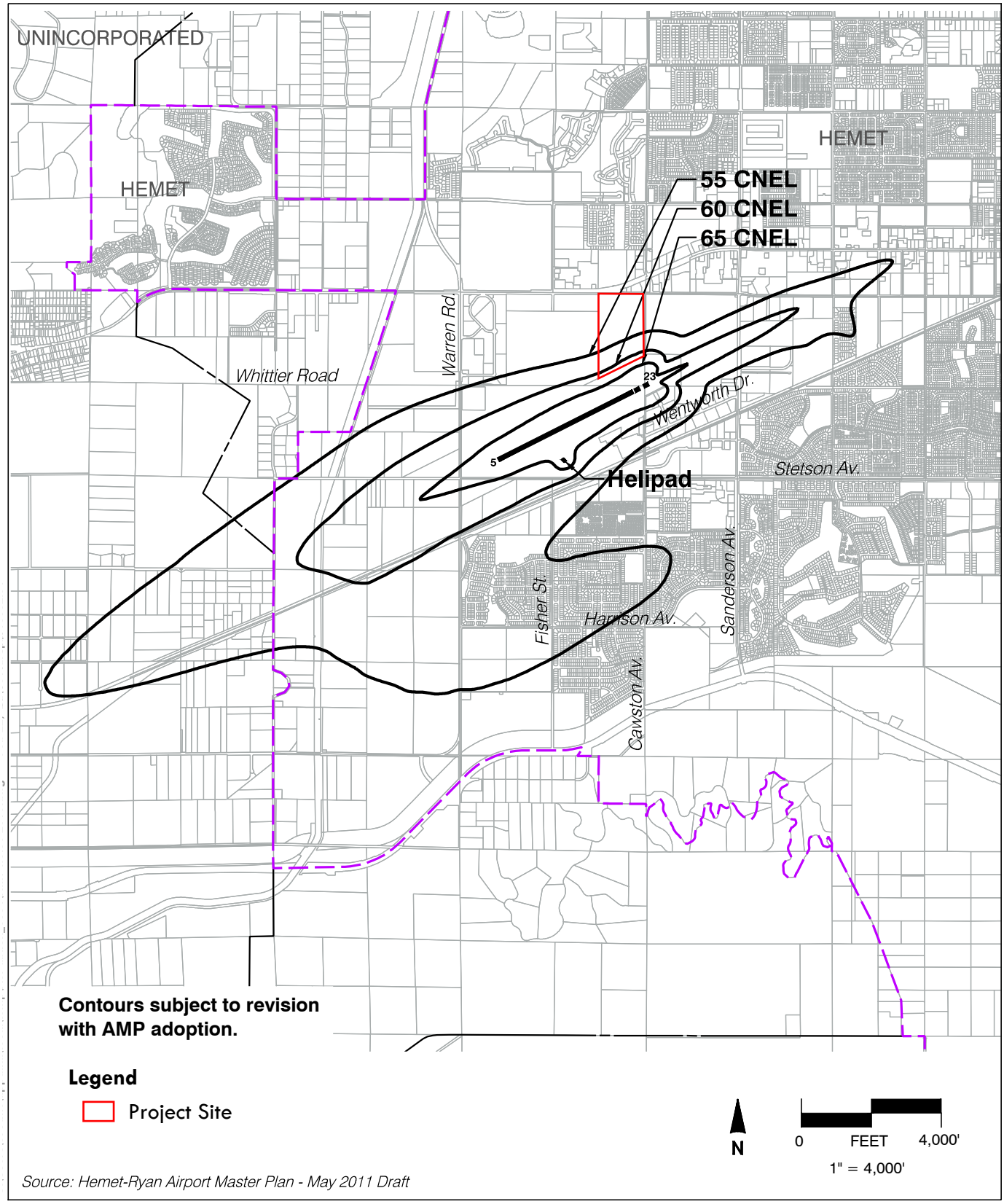


Hemet Logictics West
City of Hemet

Figure 5.11-1

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Hemet-Ryan Airport Noise Contours



Source: Hemet-Ryan Airport Master Plan - May 2011 Draft

Hemet Logistics West
City of Hemet

Figure 5.11-2

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5.11.4 AREAS OF PUBLIC CONCERN

During the Notice of Preparation (NOP) and Initial Study public review period, comments were received from agencies, organizations, and members of the public regarding potential environmental effects associated with the proposed Project related to noise and vibration. The comments reflected concerns regarding the following topics:

- Concern regarding construction-related vibration impacts to nearby residences, including potential structural effects associated with grading, excavation, heavy equipment operation, and truck traffic.
- Concern regarding the potential for construction vibration and ground disturbance to affect older residential structures in the nearby community, which do not have foundations.
- Concern regarding operational noise associated with truck traffic, loading and unloading activities, rooftop mechanical equipment, and other logistics-related activities.
- Concern regarding the potential for 24-hour industrial operations to increase ambient noise levels in nearby residential neighborhoods and other sensitive receptors.
- Concern regarding potential noise impacts to the adjacent Lakes at Hemet West community, including concerns related to the sensitivity of elderly residents to prolonged noise exposure.
- Concern regarding construction noise impacts associated with grading, excavation, equipment operation, and related construction activities.
- Concern regarding the adequacy of any proposed noise mitigation measures and incorporation of industry best practices to minimize construction and operational noise impacts.
- Concern regarding potential degradation of existing community character and quality of life associated with increased industrial noise in the Project vicinity.

These comments were reviewed and considered during preparation of this Draft EIR. The issues raised by agencies, organizations, and members of the public are addressed through the analysis presented in this section and informed by the relevant technical studies and supporting documentation prepared for the proposed Project.

Where applicable, the analysis in this section:

- Evaluates the potential for the Project to result in the environmental effects identified in public comments.
- Incorporates standard regulatory requirements, design features, and/or mitigation measures intended to reduce potential impacts, and
- Provides additional explanation regarding the basis for impact determinations in response to issues raised during the public review process.

It is important to note that while all comments received during the public review process were reviewed and considered, the determination of significance under CEQA is based on substantial evidence in the record, including technical studies, applicable thresholds of significance, and regulatory requirements. In certain instances, concerns raised during public review reflect issues that are broader policy considerations or site-specific preferences; however, this Draft EIR focuses on impacts to the physical environment as defined under CEQA Guidelines Section 15382.

5.11.5 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

NOI-1 Generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

NOI-2 Generate excessive groundborne vibration or groundborne noise levels;

NOI-3 For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

Construction Noise and Vibration

A significant construction noise or vibration impact could occur if Project-related construction activities:

- Occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September or between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May or anytime on Sundays (Hemet Municipal Code Chapter 30, Article II, Section 30-32(33)); or
- Create noise levels that exceed the FTA's daytime exterior construction noise level of 80 dBA Leq or 70 dBA Leq nighttime acceptable noise level threshold at nearby sensitive receiver locations.

A significant construction vibration impact could occur if Project-related construction activities:

- Generate vibration levels that exceed the FTA's *Transit Noise and Vibration Impact Assessment Manual* vibration threshold of 0.2 PPV in/sec at nearby buildings.

Off-Site Traffic Noise

The Hemet General Plan Public Safety Element Table 6-3, *Land Use Compatibility for Community Noise Environments,* was used to establish the satisfactory noise levels of significance for non-noise-sensitive land uses in the City. The *normally acceptable* exterior noise level for non-noise-sensitive land use is 70 dBA CNEL. To determine if Project-related traffic noise level increases are significant at off-site non-noise-sensitive land uses, a *barely perceptible* 3 dBA criteria is used according to the Hemet General Plan Safety Element. When the without-Project noise levels are greater than the *ordinarily acceptable* 70 dBA CNEL land use compatibility criteria, a *barely perceptible* three dBA or greater noise level increase is considered a significant impact since the noise level criteria is already exceeded. The noise level increases used to determine significant impacts for non-noise-sensitive land uses are generally consistent with the Federal Interagency Committee on Noise (FICON) noise level increase thresholds for noise-sensitive land uses but instead rely on the Hemet General Plan Public Safety Element, Table 6-3, *Land Use Compatibility for Community Noise Environments normally acceptable* 70 dBA CNEL exterior noise level criteria.

Operational Noise

According to the City of Hemet Municipal Code Section 30-32[a][42], "any noise that is made, generated, produced, or continued (whether from a human, animal, or device) in such a manner that it unreasonably disturbs the peace of any neighborhood of which causes any discomfort or annoyance to any reasonable person of normal sensitivities, or that otherwise violates any provision of the Hemet Municipal Code, including the noise limits outlined in the Hemet Zoning Code, or that violates the general plan (public safety element)" is considered a prohibited public nuisance condition.

For stationary (operational) noise sources, Table 6.5 of City of Hemet General Plan Public Safety Element outlines the appropriate exterior performance standards to control the non-transportation stationary noise impacts. Table 6.5 identifies a daytime exterior noise level limit of 60 dBA Leq and nighttime exterior noise level limit of 45 dBA Leq, as shown in Table 5.11-5 below.

Table 5.11-5: Noise Level Performance Standards for Non-Transportation Noise Sources

Noise Level Descriptor	Daytime (7:00 a.m. – 10:00 p.m.)	Nighttime (10:00 p.m. – 7:00 a.m.)
Hourly average level (Leq)	60 dBA	45 dBA
Maximum equivalent levels (Lmax)	75d BA	65 dBA

Source: City of Hemet General Plan, Public Safety Element, Table 6.5 (City of Hemet, 2012a)

5.11.6 METHODOLOGY

Construction Noise

To identify the temporary construction noise contribution to the existing ambient noise environment, the construction noise levels anticipated from using construction equipment needed to implement the proposed Project were combined with the existing ambient noise level measurements at the sensitive receiver locations. The Hemet Municipal Code prohibits construction activities between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September or 6:00 p.m. and 7:00 a.m. during the months of October through May and anytime on Sundays (Hemet Municipal Code Chapter 30, Article II, Section 30-32(33)) to reduce noise and establishes a numeric maximum acceptable construction source noise levels threshold at potentially affected receivers, which allows for a quantified determination of what CEQA constitutes a *substantial temporary or periodic noise increase*. The FTA considers a daytime exterior construction noise level of 80 dBA Leq as a reasonable threshold for noise-sensitive residential land uses. The construction noise levels are compared against the FTA's threshold to assess the level of significance associated with the impact of temporary construction noise levels.

Operational Noise

The primary source of noise associated with the operation of the proposed Project would be from vehicular and truck trips. As detailed in Section 5.14, *Transportation,* the proposed Project is anticipated to generate approximately 2,428 new daily trips, 139 new a.m. peak hour trips, and 188 new p.m. peak hour trips. The increase in noise levels generated by the vehicle/truck trips has been quantitatively estimated, as further described under Impact NOI-1, and compared to the applicable noise standards and thresholds of significance listed previously.

Secondary sources of noise would include new stationary sources, loading docks, truck movement, parking and noise from heating, ventilation, and air conditioning units utilized by the new buildings on the Project site. The increase in noise levels generated by these activities has been quantitatively estimated and compared to the applicable noise standards listed previously.

Vibration

Aside from noise levels, ground-borne ground-borne vibration would also be generated during the construction of the Project by various construction-related activities and equipment; and could be generated by truck traffic traveling to and from the Project site. The potential ground-borne vibration levels resulting from construction activities associated with the proposed Project were estimated using data published by the FTA. Thus, the groundborne vibration levels generated by these sources have also been quantitatively assessed and compared to the applicable thresholds of significance listed previously.

5.11.7 ENVIRONMENTAL IMPACTS

IMPACT NOI-1: WOULD THE PROJECT RESULT IN GENERATION OF A SUBSTANTIAL TEMPORARY OR PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE VICINITY OF THE PROJECT IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?

Construction

Less than Significant Impact. Noise generated by construction equipment would include trucks, power tools, concrete mixers, and portable generators that, when combined, can reach high levels. Construction is expected to occur in the following stages: site preparation, grading, building construction, paving, and architectural coatings. Noise levels generated by heavy construction equipment range from approximately 73 dBA Lmax to 85 dBA Lmax at 50 feet from the noise source, as shown in Table 5.11-6.

Table 5.11-6: Construction Reference Noise Levels

Equipment Description	Acoustical Usage Factor (%)[1]	Maximum Noise Level (L_{max}) at 50 Feet[2]
Auger Drill Rig	20	84
Backhoes	40	80
Compactor (ground)	20	80
Compressor	40	80
Cranes	16	85
Dozers	40	85
Dump Trucks	40	84
Excavators	40	85
Flat Bed Trucks	40	84
Forklift	20	85
Front-end Loaders	40	80
Graders	40	85
Jackhammers	20	85
Paver	50	77
Pickup Truck	40	55
Pneumatic Tools	50	85
Pumps	50	77
Rock Drills	20	85
Rollers	20	85
Scrapers	40	85
Tractors	40	84
Trencher	50	80
Welder	40	73

Note: Noise levels reported in this table are rounded to the nearest whole number.
[1] Usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.
[2] Maximum noise levels were developed based on Specification 721.560 from the Central Artery/Tunnel program to be consistent with the City of Boston's Noise Code for the "Big Dig" project.
FHWA = Federal Highway Administration, L_{max} = maximum instantaneous sound level
Source: FHWA Roadway Construction Noise Model User's Guide, Table 1 (FHWA, 2006).

However, per Hemet Municipal Code Chapter 30, Article II, Section 30-32(33), noise sources associated with construction activities are exempt from the City's established noise standards if the activities do not take place between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. Construction activity is not permitted on Sundays. Exceptions to these standards may be granted only by the City building official and/or the City Council. Construction occurring consistent with these provisions is exempt from regulation. The proposed Project's construction activities would occur according to these regulations (see PPP NOI-1 in Section 5.11.8, *Existing Regulations and Plans, Programs, or Policies*). Thus, the construction activities would comply with the City's construction-related noise standards.

Construction noise would be temporary as the operation of each piece of construction equipment would not be constant throughout the construction day, and equipment would be turned off when not in use. The construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that would be in use for the 14-month construction period.

As shown in Table 5.11-7, construction noise from the Project is anticipated to reach 66 dBA Leq at the nearest sensitive receptors to the west and 61 dBA Leq at the nearest commercial uses to the north. These predicted noise levels would only occur if all construction equipment operates simultaneously; thus; they are conservative estimates. Additionally, construction noise is temporary and would cease upon completion of construction. As shown in Table 5.11-7, construction-related noise impacts would remain below the 80 and 85 Leq 1-hour construction noise level criteria for daytime construction noise level criteria as established by the FTA for residential and commercial uses, respectively. Therefore, impacts related to construction noise would be less than significant.

Table 5.11-7: Construction Noise Levels at Receptor Locations

Receptor (Location)	Composite Noise Level at 50 feet[1] (dBA L_{eq})	Distance from Center of Construction Activities (feet)	Composite Noise Level (dBA L_{eq})
Residence (West)	88	660	66
Commercial (North)		1,145	61
Residential (North)		1,290	60

Source: Noise and Vibration Impact Analysis (Appendix K).

[1] The composite construction noise level represents the site preparation phase which is expected to result in the greatest noise level as compared to other phases.

[2] Transit Noise and Vibration Impact Assessment Manual (FTA, 2018).

dBA L_{eq} = average A-weighted hourly noise level

Operation

Less than Significant Impact. To present the potential worst-case noise conditions, this analysis assumes the proposed warehouse buildings would be operational 24 hours per day, seven days per week. Consistent with similar warehouse uses, the business operations of the proposed Project would primarily be conducted within the enclosed buildings, except for traffic movement, parking, and loading and unloading of trucks at designated loading bays. The on-site industrial use-related noise sources are expected to include loading dock activity, trailer activity, truck movements, roof-top air conditioning units, parking lot vehicle movements, and trash enclosure activity. As described previously, the closest sensitive receptor is located approximately 25 feet to the west of the Project site.

Using the following assumptions, the Noise Impact Analysis (Appendix K) calculated the operational source noise levels generated by the proposed Project and the resulting noise level increases experienced at the closest sensitive receptor locations. To provide a conservative analysis regarding on-site operational noise,

it is assumed that Project operations would occur equally during all hours of the day and that half of the 193 loading docks would be active at all times. However, as described in Section 3.0, *Project Description,* operations west of Building 1 have been restricted during nighttime, with no dock or truck activities permitted between 10:00 p.m. and 7:00 a.m. Additionally, it is assumed that within any given hour, 23 heavy trucks would maneuver to park near or back into one of the proposed loading docks.

During truck delivery operations, delivery trucks will arrive on the Project site and maneuver their trailers to be parked within the loading docks. During this process, noise would be generated from the truck engine, air brakes, and backup alarms while backing into the dock. These noise levels would occur for a shorter period (less than 5 minutes). After a truck enters the loading dock, the doors would be closed, and the remainder of the truck loading activities would be enclosed and, therefore, much less perceptible. To present a conservative assessment, it is assumed that truck arrivals and departure activities could occur at 23 docks for a period of less than 5 minutes each and unloading activities could occur at 97 docks simultaneously for a period of more than 30 minutes in a given hour. According to the Noise Impact Analysis, noise levels generated by delivery trucks and truck loading and unloading activities are expected to reach a noise level of 75 dBA Leq at 20 feet (Appendix K).

Additionally, the Project would include various rooftop mechanical equipment, including HVAC units, for the proposed building. Based on Project data, it is assumed that the Project would have three rooftop HVAC units that would operate 24 hours per day and generate sound power levels (SPL) of up to 87 dBA or 72 dBA Leq at 5 feet (Appendix K). The proposed Project is also assumed to have four trash dumpsters near the corners of each proposed building. The trash emptying activities would take place for less than one minute and generate SPLs of up to 118.6 dBA SPL or 84 dBA Leq at 50 ft (Appendix K). Trash bin emptying activities would only occur during daytime hours.

Tables 5.11-7 and 5.11-8 show the Project's combined hourly noise levels generated by HVAC equipment, trash bin emptying activities, and truck delivery activities at the closest off-site land uses. Table 5.11-8 shows that the daytime hourly noise levels at the off-site sensitive receiver locations are expected to range from 53.5 to 54.4 dBA Leq. Thus, these noise levels would remain below the City's exterior daytime noise standard of 60 dBA Leq. Therefore, the operational noise impact would be less than significant, and no noise reduction measures are required.

Table 5.11-8: Daytime Combined Hourly Operational Noise Levels

Receptor	Direction	Existing Quietest Daytime Noise Level (dBA L_{eq})	Project Generated Noise Levels (dBA L_{eq})	Potential Operational Noise Impact?[1]
Residence (Mobile Home Park)	West	40.6	58.4	No
Residence (Mobile Home Park)	North	60.5	53.5	No

[1] A potential operational noise impact would occur if (1) the quietest daytime ambient hour is less than 60 dBA L_{eq} and project noise impacts are greater than 60 dBA L_{eq}, OR (2) the quietest daytime ambient hour is greater than 60 dBA L_{eq} and project noise impacts are 3 dBA greater than the quietest daytime ambient hour.
Source: Noise and Vibration Impact Analysis (Appendix K)

Table 5.11-9 shows the operational noise levels from 10:00 p.m. to 7:00 a.m. The nighttime hourly noise levels at the sensitive receptor locations would range from 36.6 to 38.8 dBA Leq. The results in Table 5.11-9 show that nighttime Project-generated noise levels would not exceed the residential nighttime noise standards at the closest sensitive receptors to the west and north, with the condition of limiting operations west of Building 1 during nighttime (i.e., no docks or trucks operations) to meet the standard of 45 dBA Leq. Therefore, the impact would be less than significant, and no noise reduction measures are required.

Table 5.11-9: Nighttime Combined Hourly Operational Noise Levels

Receptor	Direction	Existing Quietest Nighttime Noise Level (dBA Leq)	Project Generated Noise Levels (dBA Leq)	Potential Operational Noise Impact?[1]
Residence (Mobile Home Park)	West	38.0	38.8	No
Residence (Mobile Home Park)	North	56.7	36.6	No

A potential operational noise impact would occur if (1) the quietest nighttime ambient hour is less than 45 dBA Leq and project noise impacts are greater than 45 dBA Leq, OR (2) the quietest nighttime ambient hour is greater than 45 dBA Leq and project noise impacts are 3 dBA greater than the quietest nighttime ambient hour.
Source: Noise and Vibration Impact Analysis (Appendix K)

Tables 5.11-10 and 5.11-11 show the Project's maximum noise levels generated by HVAC equipment, trash bin emptying activities, and truck delivery activities at the closest off-site land uses. Tables 5.11-10 and 5.10-11 show that the daytime and nighttime maximum noise levels at the off-site sensitive receiver locations are expected to range from 58.7 to 64.8 dBA Leq. Thus, these noise levels would remain below the City's exterior daytime noise standard of 75 dBA Leq and exterior nighttime noise standard of 65 dBA Leq. Therefore, the impact would be less than significant, and no noise reduction measures are required.

Table 5.11-10: Daytime Combined Maximum Operational Noise Levels

Receptor	Direction	Existing Quietest Daytime Noise Level (dBA Leq)	Project Generated Noise Levels (dBA Leq)	Potential Operational Noise Impact?1
Residence (Mobile Home Park)	West	57.6	64.8	No
Residence (Mobile Home Park)	North	74.3	58.7	No

A potential operational noise impact would occur if (1) the quietest daytime ambient hour is less than 75 dBA Leq and project noise impacts are greater than 75 dBA Leq, OR (2) the quietest daytime ambient hour is greater than 75 dBA Leq and project noise impacts are 3 dBA greater than the quietest daytime ambient hour.
Source: Noise and Vibration Impact Analysis (Appendix K)

Table 5.11-11: Nighttime Combined Maximum Operational Noise Levels

Receptor	Direction	Existing Quietest Nighttime Noise Level (dBA Leq)	Project Generated Noise Levels (dBA Leq)	Potential Operational Noise Impact?[1]
Residence (Mobile Home Park)	West	52.1	64.8	No
Residence (Mobile Home Park)	North	71.5	58.7	No

A potential operational noise impact would occur if (1) the quietest nighttime ambient hour is less than 65 dBA Leq and project noise impacts are greater than 65 dBA Leq, OR (2) the quietest nighttime ambient hour is greater than 65 dBA Leq and project noise impacts are 3 dBA greater than the quietest nighttime ambient hour.
Source: Noise and Vibration Impact Analysis (Appendix K)

As shown in Tables 5.11-8 through 5.11-11, estimated Project operational noise levels would not exceed the City's exterior noise level standards at any nearby sensitive receiver locations. Thus, operational noise impacts from the proposed Project would be less than significant.

Operational Noise Level Increases

To evaluate if noise from the operation of the proposed Project would result in a substantial increase in ambient noise levels, operational noise levels were compared to the existing ambient noise level measurements at the nearby receiver locations. A significant impact related to increases in ambient noise levels could occur if Project operations generated a noise level that exceeded the existing ambient noise levels by 3 dBA or more or exceed the City's thresholds. As shown in Tables 5.11-7 and 5.11-8, the daytime and nighttime hourly noise levels generated by Project operations at the sensitive receptor locations would range from 36.6 to 58.4 dBA Leq. As shown in Table 5.11-4, daily ambient noise levels in the Project area range from 38.0 to 86.9 dBA Leq. Thus, the Project generated noise levels would not exceed the City's exterior daytime noise standard of 60 dBA Leq and nighttime noise standard of 45 dBA Leq. Therefore, the proposed Project would not result in a quantifiable noise level increase and impacts would be less than significant.

Off-Site Traffic Noise

Less than Significant Impact. The proposed Project would generate traffic-related noise from the operation. The Noise and Vibration Impact Analysis (Appendix K) evaluated traffic-related noise conditions along roadway segments in the Project vicinity using the FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77 108). Table 5.11-12 and 5.11-13 provide the traffic noise levels for the existing (2023), opening year (2025), and cumulative (2025) with and without Project scenarios, respectively. The modeled noise levels represent the worst-case scenario, which assumes no shielding is provided between traffic and the location where the noise contours are drawn. As shown in Tables 5.11-12 and 5.11-13, the Project-related traffic noise increase would be up to 1.4 dBA. However, noise level increases under 3 dBA would not be perceptible to the human ear outdoors. Therefore, the increase in traffic noise i in the vicinity of the Project site resulting from the proposed Project would be less than significant.

Table 5.11-12: Existing (2024) Without and With Project (2025) Traffic Noise

Roadway Segment	Without Project Traffic Conditions					With Project Traffic Conditions					
	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	Increase from Baseline Conditions
SR-74 West of SR-79	21,800	85	260	819	70.7	22,630	88	270	850	70.9	0.2
SR-74 Between SR-79 and Four Seasons Boulevard	29,510	113	351	1,108	72.0	30,810	118	367	1,157	72.2	0.2
SR-74 Between Four Seasons Boulevard and California Avenue	28,700	112	342	1,077	71.6	29,980	117	357	1,125	71.8	0.2
SR-74 Between California Avenue and Warren Road	21,720	85	259	816	70.7	22,860	89	272	859	70.9	0.2
SR-74 Between Warren Road and Acacia Avenue	21,670	86	259	813	70.4	22,840	90	273	857	70.7	0.3
SR-74 Between Acacia Avenue and Cawston Avenue	18,750	74	224	704	70.0	19,810	78	236	744	70.3	0.3
SR-74 Between Cawston Avenue and Sanderson Avenue	15,600	63	187	586	69.2	16,630	67	199	625	69.5	0.3
SR-74 East of Sanderson Avenue	16,460	66	197	618	69.5	17,130	69	205	644	69.6	0.1
SR-79 South of SR-74	12,970	< 50	120	374	67.5	13,440	< 50	124	388	67.7	0.2
Four Seasons Boulevard North of SR-74	1,600	< 50	< 50	< 50	51.7	1,630	< 50	< 50	< 50	51.8	0.1
California Avenue North of SR-74	8,950	< 50	84	259	65.9	9,130	< 50	85	264	66.0	0.1
Warren Road North of SR-74	7,730	< 50	117	371	68.2	8,060	< 50	122	387	68.4	0.2
Warren Road South or SR-74	13,370	67	203	640	69.7	13,480	68	205	645	69.8	0.1
Sanderson Avenue North of SR-74	17,430	< 50	64	188	64.2	18,020	< 50	66	194	64.4	0.2
Sanderson Avenue Between SR-74 and Acacia Avenue	19,910	< 50	72	215	64.8	20,930	< 50	75	225	65.0	0.2
Sanderson Avenue Between Acacia Avenue and Stetson Avenue	21,720	< 50	78	234	65.2	22,810	< 50	81	245	65.4	0.2
Sanderson Avenue South of Stetson Avenue	23,500	< 50	83	253	65.5	24,190	< 50	86	260	65.6	0.1
Stetson Avenue West of Sanderson Avenue	15,430	< 50	143	445	68.0	15,750	< 50	145	454	68.1	0.1
Stetson Avenue East of Sanderson Avenue	24,550	75	225	708	70.0	24,940	76	228	719	70.1	0.1
Acacia Avenue Between SR-74 and Project Driveway 1 (to be constructed)	2,970	< 50	< 50	< 50	58.5	4,910	< 50	< 50	78	60.7	-[1]
Acacia Avenue East of Driveway 1 (to be constructed)	0	< 50	< 50	< 50	23.8	4,160	< 50	< 50	67	60.0	-

Roadway Segment	Without Project Traffic Conditions					With Project Traffic Conditions					
	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	Increase from Baseline Conditions
Acacia Avenue West of Cawston Avenue (to be constructed)	0	< 50	< 50	< 50	23.8	3,280	< 50	< 50	54	59.0	-
Acacia Avenue Between Cawston Avenue and Sanderson Avenue	6,290	< 50	< 50	99	61.8	8,670	< 50	< 50	136	63.2	1.4
Acacia Avenue East of Sanderson Avenue	9,340	< 50	< 50	146	63.5	9,860	< 50	< 50	154	63.7	0.2
Cawston Avenue Between SR-74 and Acacia Avenue	4,580	< 50	< 50	< 50	58.5	4,930	< 50	< 50	58	58.8	0.3
Cawston Avenue (to be constructed) Between Acacia Avenue and Project Driveway 2	0	< 50	< 50	< 50	21.8	1,310	< 50	< 50	< 50	53.0	-
Cawston Avenue (to be constructed) Between Project Driveway 2 and Project Driveway 3	0	< 50	< 50	< 50	21.8	920	< 50	< 50	< 50	51.5	-
Cawston Avenue (to be constructed) Between Project Driveway 3 and Project Driveway 4	0	< 50	< 50	< 50	21.8	170	< 50	< 50	< 50	44.2	-

Source: Noise and Vibration Impact Analysis (Appendix K)
[1] Increase from baseline conditions cannot be calculated on roadways that do not have traffic volume data
ADT = average daily trip
ft = feet
SR-79 = State Route 79
SR-74 = State Route 74

Table 5.11-13: Cumulative Without and With Project Traffic Noise Levels (2025)

Roadway Segment	Without Project Traffic Conditions					With Project Traffic Conditions					
	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	Increase from Baseline Conditions
SR-74 West of SR-79	34,950	133	416	1,312	72.8	35,780	136	425	1,344	72.9	0.1
SR-74 Between SR-79 and Four Seasons Boulevard	48,220	183	573	1,811	74.2	49,520	187	588	1,859	74.3	0.1
SR-74 Between Four Seasons Boulevard and California Avenue	47,420	181	563	1,779	73.8	48,700	185	578	1,827	73.9	0.1
SR-74 Between California Avenue and Warren Road	40,430	154	481	1,518	73.4	41,570	158	494	1,561	73.5	0.1
SR-74 Between Warren Road and Acacia Avenue	39,040	149	464	1,465	73.0	40,210	154	478	1,509	73.1	0.1
SR-74 Between Acacia Avenue and Cawston Avenue	26,120	101	311	981	71.5	27,180	105	324	1,021	71.6	0.1
SR-74 Between Cawston Avenue and Sanderson Avenue	33,920	130	403	1,274	72.6	34,950	133	416	1,312	72.7	0.1
SR-74 East of Sanderson Avenue	28,300	109	337	1,063	71.8	28,970	111	345	1,088	71.9	0.1
SR-79 South of SR-74	19,010	58	174	548	69.2	19,480	59	179	562	69.3	0.1
Four Seasons Boulevard North of SR-74	1,600	< 50	< 50	< 50	51.7	1,630	< 50	< 50	< 50	51.8	0.1
California Avenue North of SR-74	8,950	< 50	84	259	65.9	9,130	< 50	85	264	66.0	0.1
Warren Road North of SR-74	11,030	53	167	529	69.8	11,360	55	172	545	69.9	0.1
Warren Road South or SR-74	19,370	95	294	927	71.4	19,480	96	295	932	71.4	0.0
Sanderson Avenue North of SR-74	32,760	< 50	114	351	67.0	33,350	< 50	116	358	67.0	0.0
Sanderson Avenue Between SR-74 and Acacia Avenue	36,500	< 50	126	391	67.4	37,520	< 50	129	402	67.5	0.1
Sanderson Avenue Between Acacia Avenue and Stetson Avenue	38,330	< 50	132	411	67.6	39,420	< 50	136	423	67.8	0.2
Sanderson Avenue South of Stetson Avenue	32,800	< 50	114	352	67.0	33,490	< 50	116	359	67.0	0.0

Roadway Segment	Without Project Traffic Conditions					With Project Traffic Conditions					
	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	Increase from Baseline Conditions
Stetson Avenue West of Sanderson Avenue	18,500	58	170	533	68.8	18,820	59	173	543	68.9	0.1
Stetson Avenue East of Sanderson Avenue	27,160	82	249	783	70.5	27,550	83	252	794	70.5	0.0
Acacia Avenue Between SR-74 and Project Driveway 1 (to be constructed)	2,970	< 50	< 50	< 50	58.5	4,910	< 50	< 50	78	60.7	_1
Acacia Avenue East of Driveway 1 (to be constructed)	0	< 50	< 50	< 50	23.8	4,160	< 50	< 50	67	60.0	-
Acacia Avenue West of Cawston Avenue (to be constructed)	0	< 50	< 50	< 50	23.8	3,280	< 50	< 50	54	59.0	-
Acacia Avenue Between Cawston Avenue and Sanderson Avenue	6,290	< 50	< 50	99	61.8	8,670	< 50	< 50	136	63.2	1.4
Acacia Avenue East of Sanderson Avenue	9,360	< 50	< 50	146	63.5	9,880	< 50	< 50	154	63.7	0.2
Cawston Avenue Between SR-74 and Acacia Avenue	4,580	< 50	< 50	< 50	58.5	4,930	< 50	< 50	58	58.8	0.3
Cawston Avenue (to be constructed) Between Acacia Avenue and Project Driveway 2	0	< 50	< 50	< 50	21.8	1,310	< 50	< 50	< 50	53.0	-
Cawston Avenue (to be constructed) Between Project Driveway 2 and Project Driveway 3	0	< 50	< 50	< 50	21.8	920	< 50	< 50	< 50	51.5	-
Cawston Avenue (to be constructed) Between Project Driveway 3 and Project Driveway 4	0	< 50	< 50	< 50	21.8	170	< 50	< 50	< 50	44.2	-

Source: Noise and Vibration Impact Analysis (Appendix K)

[1] Increase from baseline conditions cannot be calculated on roadways that do not have traffic volume data

IMPACT NOI-2: WOULD THE PROJECT RESULT IN GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?

Construction

Less than Significant Impact. Construction activities for the development of the Project would include excavation and grading activities, which have the potential to generate low levels of groundborne vibration. People working near the construction could be exposed to the generation of excessive groundborne vibration or groundborne noise levels related to construction activities. The results from vibration can range from no perceptible effects at the lowest vibration levels to low rumbling sounds and perceptible vibrations at moderate levels to slight structural damage at the highest levels. Site ground vibrations from construction activities very rarely reach the levels that can damage structures. Still, they can be perceived in the audible range and be felt in buildings very close to a construction site.

Excavation and grading activities are required for implementing the proposed Project and can result in varying degrees of ground vibration, depending on the equipment and methods used, the distance to the affected structures, and the type of soil. Based on the reference vibration levels provided by the FTA, a large bulldozer represents the peak vibration source with a reference velocity of 0.089 in/sec PPV at 25 feet, as shown in Table 5.11-14.

Table 5.11-14: Vibration Source Levels for Construction Equipment

Equipment	Reference PPV/L_V at 25 ft	
	PPV (in/sec)	L_V (VdB)[1]
Pile Drive (Impact), Typical	0.644	104
Pile Drive (Sonic), Typical	0.170	93
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large Bulldozer[2]	**0.089**	**87**
Caisson Drilling	0.089	87
Loaded Trucks[2]	**0.076**	**86**
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Source: Transit Noise and Vibration Impact Assessment Manual (FTA 2018).
RMS vibration velocity in decibels (VdB) is 1 µin/sec.
Equipment shown in **bold** is expected to be used on site.
µin/sec = microinches per second
ft = foot/feet
FTA = Federal Transit Administration
in/sec = inch/inches per second
L_V = velocity in decibels
PPV = peak particle velocity
RMS = root-mean-square
VdB = vibration velocity decibels

Tables 5.11-15 and 5.11-16 present the expected Project-related vibration levels at nearby sensitive receptor locations based on the vibration annoyance and damage level criteria, respectively. As shown in Table 5.11-15, vibration levels during construction are expected to approach 44 VdB at the closest residential uses to the west, 37 VdB at the nearest commercial use to the north, and 36 Vdb at the residential uses to the north, respectively, and would not exceed the FTA's annoyance threshold of 78 VdB for residential uses and 84 Vdb for commercial uses.

Table 5.11-15: Construction Vibration Annoyance Levels at Nearest Receptor

Receptor (Location)	Reference Vibration Level (VdB) at 25 ft[1]	Distance (ft)[2]	Vibration Level (VdB)
Residential (West)	87	660	44
Commercial (North)		1,145	37
Residential (North)		1,290	36

[1] The reference vibration level is associated with a large bulldozer, which is expected to be representative of the heavy equipment used during construction.
[2] The reference distance is associated with the average condition, identified by the distance from the center of construction activities to surrounding uses
VdB = vibration velocity decibels
Source: Noise and Vibration Impact Analysis (Appendix K)

As shown in Table 5.11-16, construction vibration levels associated with the proposed Project are anticipated to reach a maximum of 0.089 PPV in/sec at the nearest surrounding structures. The nearest sensitive receptors adjacent to the Project site are characterized as older residential structures or non-engineered timber and masonry buildings, which have an applicable vibration damage threshold of 0.2 PPV in/sec. The predicted vibration levels would remain well below this threshold. In addition, the predicted vibration levels would also remain below the more conservative threshold of 0.12 PPV in/sec identified for buildings considered extremely susceptible to vibration damage. Other surrounding structures are located farther from vibration-generating construction activities and would experience lower vibration levels. Therefore, the proposed Project would remain substantially below applicable vibration damage thresholds, including the most conservative threshold identified in Table 5.11-3, and impacts related to construction vibration would be less than significant.

Table 5.11-16: Potential Construction Vibration Damage Levels at Nearest Receptor

Receptor (Location)	Reference Vibration Level (VdB) at 25 ft[1]	Distance (ft)[2]	Vibration Level (VdB)
Residential (West)	0.089	25	0.089
Commercial (North)		80	0.016
Residential (North)		190	0.004

[1] The reference vibration level is associated with a large bulldozer, which is expected to be representative of the heavy equipment used during construction.
[2] The reference distance is associated with the peak condition, identified by the distance from the perimeter of construction activities to surrounding structures.
VdB = vibration velocity decibels
Source: Noise and Vibration Impact Analysis (Appendix K)

Additionally, as described previously the Hemet Municipal Code limits construction hours between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September or 6:00 p.m. and 7:00 a.m. during the months of October through May (Hemet Municipal Code Chapter 30, Article II, Section 30-32(33)). Therefore, vibration impacts would not occur during the more sensitive nighttime hours.

Operation

Less than Significant Impact. Operation of the proposed industrial buildings would include heavy trucks for loading dock activities, deliveries, moving trucks, and garbage trucks for solid waste disposal. Truck vibration levels depend on vehicle characteristics, load, speed, and pavement conditions. However, based on a reference vibration level of 0.076 in/sec PPV for loaded trucks, structures greater than 20 feet from the roadways that contain Project trips would experience vibration levels below the most conservative standard of 0.12 in/sec PPV (Appendix K). Therefore, vibration levels generated from Project-related traffic on the adjacent roadways would be less than significant.

IMPACT NOI-3: FOR A PROJECT LOCATED WITHIN THE VICINITY OF A PRIVATE AIRSTRIP OR AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?

Less than Significant Impact. The Project site is located approximately 700 feet north of Hemet-Ryan Airport. Policy Map HR-1 of the Hemet-Ryan ALUCP shows that the Project site is located within the Airport Influence Area (County of Riverside Airport Land Use Commission, 2017). Additionally, as shown in Policy Map HR-3, the Project site is within the 55-60 dBA CNEL airport noise impact zone (County of Riverside Airport Land Use Commission, 2017). According to Table 6.3 of the Hemet General Plan Safety Element, noise levels up to 70 dBA CNEL are considered *acceptable* for industrial land uses, such as the Project (City of Hemet, 2012), which is a compatible use within the airport noise impact zone. Thus, implementation and development of the Project would not result in a safety hazard or exposure to excessive noise for people residing or working in the area, and impacts would be less than significant.

5.11.8 CUMULATIVE IMPACTS

Cumulative noise assessment considers the development of the proposed Project in combination with ambient growth and other development projects within the vicinity of the Project area (as shown in Figure 5-1, C*umulative Project*s). As noise is a localized phenomenon, travels in waves, and drastically reduces in magnitude as the distance from the source increases, only projects and ambient growth in the nearby area could combine with the proposed Project to result in cumulative noise impacts. Therefore, the cumulative study area for noise impacts encompasses the general vicinity of the Project site where projects and ambient growth could combine with noise levels associated with the proposed Project.

Development of the proposed Project in combination with the related projects would increase construction-related and traffic-related noise. However, the City's Municipal Code Chapter 30, Article II, Section 30-32(33) permits construction activities between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May (included as PPP NOI-1). Exceptions to these standards may be granted only by the City building official and/or the City Council.

Additionally, construction noise and vibration are localized in nature and decrease substantially with distance. Consequently, to achieve a substantial cumulative increase in construction noise and vibration levels, more than one source emitting high levels of construction noise would need to be near the proposed Project construction. As shown in Figure 5-1 and listed in Table 5-1 of Section 5.0, Environmental Impact Analysis, of this Draft EIR, multiple cumulative projects may be within hearing distance of the Project site. The closest cumulative project is Freddy's Restaurant (Cumulative Project 33), which proposes a 2,000-square-foot (SF) fast-food restaurant on a 0.58-acre lot approximately 888 feet northeast of the Project site along West Florida Avenue. Additionally, Eggleton Trucking Company (Cumulative Project 38) proposes a 4,000 SF trucking company on 4.47 acres approximately 0.1 mile southeast of the Project site off Airway Place, and Marriott Townplace Suites (Cumulative Project 26) proposes a 61,000 SF hotel use on 2.95 acres approximately 0.2 miles northwest of the Project site along West Florida Avenue. Construction activities associated with these nearby cumulative projects could overlap with the construction activities of the proposed Project, resulting in compounding noise. However, construction activities for these cumulative projects would also be required to adhere to Municipal Code construction noise regulations, which state that construction noise is exempt during weekday and Saturday daytime hours. Further, cumulative noise increases due to construction would be temporary and localized to the immediate surrounding area. As discussed throughout this section, construction noise from the proposed Project at the nearby receptor locations would

range from 60.0 to 66.0 dBA Leq, which is comparable to the existing ambient noise levels ranging between 64.1 dBA Leq during nighttime and 64.9 dBA Leq during daytime.

Thus, construction noise and vibration levels from the Project would not combine to become cumulatively considerable, and cumulative noise and vibration impacts associated with construction activities would be less than significant.

Cumulative mobile source noise impacts would occur primarily due to increased traffic on local roadways due to the proposed Project and related projects within the study area. As discussed above in Threshold NOI-1, the Project-related traffic noise increase would be up to 1.4 dBA. Because noise level increases under 3 dBA would not be perceptible to the human ear in an outdoor environment, the Project would not contribute to cumulatively considerable traffic noise impacts, and impacts would be less than significant.

5.11.9 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

California Code of Regulations, Title 24

Plans, Programs, or Policies (PPPs)

PPP NOI-1: Construction Noise. Chapter 30, Article II, Section 30-32(33) of the Hemet Municipal Code permits construction activities between 6:00 a.m. and 6:00 p.m. from June through September and between 7:00 a.m. and 6:00 p.m. from October through May. Exceptions to these standards may be granted only by the City building official and/or the City Council. Construction occurring consistently with these provisions is exempt from regulation.

5.11.10 PROJECT DESIGN FEATURES

PDF NOI-1: All construction activities shall comply with HMC Section 30-32[a][43], restricting construction activities to the approved hours of construction as set forth on a permit or other city entitlement as issued the building official, planning commission, or city council, or as otherwise prohibited by the Hemet Building Code.

PDF NOI-2: Construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards).

PDF NOI-3: All stationary construction equipment shall be placed in such a manner so that the emitted noise is directed away from any sensitive receivers.

PDF NOI-4: Construction equipment staging areas shall be located at the greatest feasible distance between the staging area and the nearest sensitive receivers.

PDF NOI-5: The construction contractor shall limit equipment and material deliveries to the same hours specified for construction equipment.

PDF NOI-6: Electrically powered air compressors and similar power tools shall be used, when feasible, in place of diesel equipment.

PDF NOI-7: No music or electronically reinforced speech from construction workers shall be allowed.

5.11.11 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts NOI-1, Impact NOI-2, and NOI-3 would be less than significant.

5.11.12 MITIGATION MEASURES

No mitigation measures are required.

5.11.13 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Upon implementation of existing regulatory requirements, impacts related to noise would be less than significant. No significant and unavoidable noise impacts would occur.

5.11.14 REFERENCES

City of Hemet. (2012a). *City of Hemet General Plan*. https://www.hemetca.gov/534/Final-General-Plan-2030

City of Hemet. (2012b). *City of Hemet General Plan Final Program Environmental Impact Report*. https://www.hemetca.gov/444/Final-Environmental-Impact-Report

City of Hemet. (2026). *Code of Ordinances*. Retrieved from https://library.municode.com/ca/hemet/codes/code_of_ordinances

County of Riverside Airport Land Use Commission. (2017). *Hemet-Ryan Airport Land Use Compatibility Plan*. Retrieved from https://rcaluc.org/sites/g/files/aldnop421/files/migrated/Portals-13-16-20--20Vol.-201-20Hemet-Ryan-202017-20Final.pdf

Federal Highway Administration (FHWA). (2006). *Roadway Construction Noise Model User's Guide*. Retrieved from www.fhwa.dot.gov/environment/noise/construction_noise/rcnm/rcnm.pdf

Federal Transit Administration (FTA). (2006). *Transit Noise and Vibration Impact Assessment*. Retrieved from https://www.transit.dot.gov/regulations-and-guidance/environmentalprograms/fta-noise-and-vibration-impact-assessment

Federal Transit Administration (FTA). (2018). *Transit Noise and Vibration Impact Assessment Manual*. Retrieved from https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf

LSA. (2024). *Noise and Vibration Impact Analysis Hemet 63 Industrial Project*. **(Appendix K)**

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5.12 Population and Housing

5.12.1 INTRODUCTION

This section examines the existing population, housing, and employment conditions in the City of Hemet and assesses the Project's impact on regional growth and potential displacement of people and housing. The demographic data and analysis in this section are based, in part, on the following documents and resources:

- *2024-2050 Regional Transportation Plan/Sustainable Communities Strategy*, SCAG, 2024
- *City of Hemet General Plan Update 2010-2030*, adopted January 24, 2012
- *City of Hemet General Plan Update 2010-2030 Environmental Impact Report*, certified January 2012
- City of Hemet Code of Ordinances

Although population, housing, and employment evaluation typically involves economic and social rather than physical environmental issues, population, housing, and employment growth are often precursors to physical environmental impacts. Section 15382 of the CEQA Guidelines states, "[a]n economic or social change by itself shall not be considered a significant impact on the environment." Socioeconomic characteristics should be considered in an EIR only to the extent that they have an adverse impact on the physical environment.

5.12.2 REGULATORY SETTING

5.12.2.1 Federal Regulations

No federal regulations related to population and housing apply to the proposed Project.

5.12.2.2 State Regulations

Housing Crisis Act of 2019 - Senate Bill (SB) 330

Commonly known as Senate Bill 330 (Chapter 654, Statutes of 2019), this law was passed to respond to the California housing crisis. Effective January 1, 2020, and slated to sunset on January 1, 2025, SB 330 aims to increase residential unit development, protect existing housing inventory, and expedite permit processing. This law makes several modifications to existing legislation, such as the Permit Streamlining Act and the Housing Accountability Act and institutes the Housing Crisis Act of 2019. Under this legislation, municipal and county agencies are restricted in ordinances and policies that can be applied to residential development.

While many of the provisions of SB 330 (including those related to vested rights and permit streamlining) apply to all cities and counties, the restrictions on local actions contained in Government Code Section 66300 apply only in "affected" cities and counties as defined by the California Department of Housing and Community Development (HCD). In the case of counties, areas within counties and not necessarily an entire county are affected. Hemet is considered an affected city, as defined by Government Code Section 66300.

Regional Housing Needs Allocation (RHNA)

State Housing Law (California Government Code Article 10.6, Sections 65580-65590) mandates that local governments, through Councils of Governments (COGs), identify existing and future housing needs in a Regional Housing Needs Allocation. The RHNA is utilized in land use planning, prioritizing local resource allocation, and deciding how to address identified existing and future housing needs resulting from

population, employment, and household growth. The City of Hemet addresses the RHNA through its Housing Element, which is part of the General Plan. The RHNA prepared by the Southern California Association of Governments (SCAG) projects Hemet's share of regional housing need for 2021-2029 as 6,466 new housing units, including:

- 812 units affordable to very low-income households
- 732 units affordable to low-income
- 1,174 units affordable to moderate-income
- 3,748 units affordable to above-moderate income

The 2021-2029 Housing Element found that the City can meet the 6,466-unit RHNA in full capacity with a substantial buffer. However, the project site is not identified within the Housing Element as an RHNA site.

Government Code Section 65863 (No Net Loss Law)

The purpose of Government Code Section 65863 (No Net Loss Law) is to ensure development opportunities remain available throughout the planning period to accommodate a jurisdiction's RHNA, especially for lower- and moderate-income households. A jurisdiction may not take any action to reduce a parcel's residential density unless it makes findings that the remaining sites identified in its Housing Element site inventory can accommodate the jurisdiction's remaining unmet RHNA by each income category or if it identifies additional sites ensuring no net loss of residential unit capacity.

5.12.2.3 Regional/Local Regulations

City of Hemet 6th Cycle Housing Element Update (Housing Element 2021-2029)

The current City of Hemet General Plan Housing Element (2021-2029) was approved by HCD on June 26, 2024, and is in its sixth cycle. Since 1969, California has required all local governments (cities and counties) adequately plan to meet the housing needs of their community by adopting a Housing Element in their respective General Plans. The Housing Element must be updated every 8 years. The State-approved 2021-2029 City of Hemet Housing Element is organized into five goals aiming for: (1) provide for the attainment of quality housing within a satisfying living environment for households of all socio-economic, age, and ethnic types in Hemet; (2) facilitate the provision and improvement of affordable housing to meet the needs of the community; (3) provide adequate sites for housing; (4) preserve existing neighborhoods and rehabilitate the existing housing stock; and (5) reduced constraints to the provision of housing. The Housing Element also addresses the maintenance and expansion of the housing supply to accommodate households currently living and expected to live in Hemet during the housing cycle.

SCAG Regional Transportation Plan/Sustainable Communities Strategy

On April 4, 2024, SCAG adopted "Connect SoCal," the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Connect SoCal integrates transportation planning with economic development and sustainability planning to comply with state greenhouse gas (GHG) emissions reduction goals, such as Senate Bill 375. The RTP/SCS is updated every four years as required by federal and State regulations.

According to the RTP/SCS, by 2050, the population of Southern California is projected to increase by two million people, with an increase of 1.6 million housing units and 1.3 million jobs. However, growth is not expected to be uniform across the region's counties or cities. During that time, transportation infrastructure will need to substantially expand while meeting the GHG emissions reduction targets set by the California Air Resources Board.

SCAG is empowered by State law to assess regional housing needs and provide a specific allocation of housing needs for all economic segments of the community for each of the region's counties and cities. The determination of each City's and county's share of regional housing needs, as required by law to be reflected in the municipal general plan housing elements, is based on the growth projections of the RTP/SCS.

SCAG Regional Growth Projections

SCAG is responsible for producing socioeconomic forecasts and developing, refining, and maintaining macro and small-scale forecasting models. The estimates are developed in five-year increments. The current SCAG projections are provided through the year 2050. Consistency with the growth forecast at the sub-regional level is one criterion that SCAG uses in exercising its federal mandate to review "regionally significant" development projects for conformity with regional plans.

5.12.3 ENVIRONMENTAL SETTING

The Project site encompasses approximately 60.86 acres and comprises one parcel identified as Assessor's Parcel Number (APN) 456-010-025. The site is currently vacant and partially graded, with a small gravel parking lot in the northeast corner that connects to a dirt access road along the eastern boundary. The northern portion of the Project site has a General Plan land use designation of Community Commercial (C-C), and the southern portion of the site has a land use designation of Business Park (B-P). The southern portion of the Project site is zoned B-P, and the northern portion is zoned Commercial Community (C-2).

The proposed Project would subdivide the existing parcel into four separate parcels and change the site's existing zoning of C-2 to B-P. The zone change to B-P would accommodate that portion of the proposed Project to develop industrial warehouse uses. In contrast, the subdivision would allow the project to establish multiple facilities for different operations and businesses to use.

5.12.3.1 Population

Based on the 2024 SCAG Connect SoCal methodology, the City of Hemet had a population of 89,100 persons in 2019, and estimates that the City's population will increase to 145,938 in 2050[1], which is a 64 percent increase. Assuming the City of Hemet's population increased consistently between 2019 and 2050, the City would add approximately 1,895 persons per year. Comparatively, the entire population of Riverside County is projected to increase from 2,386,000 persons in 2019 to 2,992,000 persons in 2050, an increase of 606,000 persons. This represents a 25 percent increase between 2019 and 2050. Assuming the County's population increased consistently between 2019 and 2050, the County would add approximately 20,200 persons per year.

Estimates of population for cities and counties in California are determined annually by the Department of Finance (DOF). The most recent data available is from January 2026, in which the City of Hemet had an estimated population of 91,479 persons, while the County of Riverside had an estimated population of 2,506,824 persons (DOF, 2026). Thus, the current population of the City of Hemet and the County of Riverside are within the existing SCAG regional growth projections.

[1] The 2050 population estimate was derived using the methodology presented in Section 4.5 of the SCAG Demographics & Growth Forecast which states that an estimate of the future City-level population based on 2024 Connect SoCal's household forecast can be derived using a county-level Population: Housing ratio from TABLE 12 in the SCAG Demographics & Growth Forecast and applying it to the City's future household growth (Southern California Association of Governments, 2024).

Table 5.12-1: Population Trends in the City of Hemet

	2019[1]	2026[2]	2050[1]	2019 – 2050 Increase
City of Hemet	89,100	91,479	145,938	56,838 (64 percent)
Riverside County	2,386,000	2,506,824	2,992,000	606,000 (25 percent)

Sources:
[1] SCAG, 2024b
[2] DOF, 2026

5.12.3.2 Housing

According to SCAG's 2024-2050 RTP/SCS, the City of Hemet is projected to add approximately 19,500 households by 2045 (see Table 5.12-2). Assuming the City of Hemet adds to the housing stock at a consistent rate between 2019 and 2050, the city would add approximately 975 dwelling units per year. Comparatively, the County is expected to add approximately 318,000 households by 2050, or assuming the County added to the housing stock at a consistent rate between 2019 and 2050, the County would add approximately 17,100 dwelling units per year.

Along with population estimates, the number of housing units is determined by the DOF and updated annually. The most recent data available is from January 2026. An estimated 37,449 housing units and 904,277 housing units within the City of Hemet and the County of Riverside, respectively (DOF, 2026). Thus, the existing number of housing units in the City of Hemet and the County of Riverside are within SCAG regional growth projections.

Table 5.12-2: Housing Trends in the City of Hemet

	2019[1]	2026[2]	2050[1]	2019 – 2050 Increase
City of Hemet	32,300	37,449	51,800	19,500 (60 percent)
Riverside County	744,000	904,277	1,062,000	318,000 (43 percent)

Sources:
[1] SCAG, 2024b
[2] DOF, 2026

5.12.3.3 Employment

The most recent job count in the City of Hemet is from the State Employment Development Department, which estimated 33,300 jobs in April 2026 (EDD, 2026). In addition, the annual average number of jobs in the County of Riverside for April 2026 totaled 1,128,400 (EDD, 2026). Since 2019, the number of jobs within the region has increased by 281,400.

According to SCAG's 2024-2050 RTP/SCS, the City of Hemet is projected to add approximately 23,500 jobs between 2019 and 2050 (Table 5.12-3). This represents a roughly 95 percent increase. Assuming the City of Hemet added employment opportunities at a consistent rate between 2019 and 2050, the City would add approximately 1,175 jobs per year. Comparatively, the County is projected to add approximately 338,000 jobs (or 40 percent) between 2019 and 2050. Assuming the County added employment opportunities consistently between 2019 and 2050, the County would add approximately 16,900 jobs per year.

Table 5.12-3: Employment Trends in the City of Hemet

	2019[1]	2026[2]	2050[1]	2019 – 2050 Increase
City of Hemet	24,700	33,300	48,200	23,500 (95 percent)

Riverside County	847,000	1,128,400	1,185,000	338,000 (40 percent)

[1] Source: SCAG, 2024b
[2] Source: EDD, 2026

The three most prevalent employment industries within the City of Hemet are educational services, health care, and social assistance; arts, entertainment, recreation, accommodation, and food services; and transportation, warehousing, and utilities. On a county level, the three most prevalent industries are education services, health care, and social assistance; retail trade; and construction. Table 5.12-4 below summarizes industry employment within the City and County of Riverside.

Table 5.12-4: Employment by Industry

Industry	Employment in City of Hemet	Employment in County of Riverside
Agriculture, forestry, fishing and hunting, and mining	571	13,322
Construction	4,200	80,109
Manufacturing	2,437	79,211
Wholesale trade	254	25,032
Retail trade	2,089	86,077
Transportation and warehousing, and utilities	1,708	70,544
Information	387	12,715
Finance and insurance, and real estate and rental and leasing	824	39,871
Professional, scientific, and management, and administrative and waste management services	3,634	100,066
Educational services, and health care and social assistance	4,866	165,156
Arts, entertainment, and recreation, and accommodation and food services	4,610	65,551
Other services, except public administration	473	37,339
Public administration	1,755	48,985

Sources: (ACS, 2023a) and (ACS, 2023b)

5.12.3.4 Jobs – Housing Ratio

The jobs-housing ratio is a general measure of the total number of jobs and housing units in a defined geographic area without regard to economic constraints or individual preferences. SCAG applies the jobs-housing ratio at the regional and subregional levels to analyze the fit between jobs, housing, and infrastructure. A major focus of SCAG's regional planning efforts has been to improve this balance. SCAG defines the jobs-housing balance as follows:

> *Jobs and housing are in balance when an area has enough employment opportunities for most of the people who live there and enough housing opportunities for most of the people who work there. The region as a whole is, by definition, balanced…. Job-rich subregions have ratios greater than the regional average; housing-rich subregions have ratios lower than the regional average. Ideally, job-housing balance would… assure not only a numerical match of jobs and housing but also an economic match in type of jobs and housing.*

No ideal ratio is adopted in State, regional, or City policies. However, the American Planning Association recommends a target ratio of 1.5 jobs per housing unit; communities with more than 1.5 jobs per dwelling unit are considered "jobs rich," meaning that more employment opportunities are provided than housing in the area. Those with fewer than 1.5 are considered "housing rich," meaning that more housing is provided than employment opportunities in the area (Weitz, 2003). A job-housing imbalance can indicate potential air quality and traffic problems associated with commuting. Table 5.12-5 provides the projected jobs-to-housing ratios, based on SCAG's 2024-2050 RTP/SCS, for the City.

Table 5.12-5: Jobs - Housing Trends in the City of Hemet

	Jobs	Dwelling Units	Jobs – Housing Ratio
City of Hemet			
2019	24,700	32,300	0.76
2026	33,300	37,449	0.89
2050	48,200	51,800	0.93
County of Riverside			
2019	847,000	744,000	1.14
2026	1,128,400	904,277	1.25
2050	1,185,000	1,062,000	1.09

Sources: DOF, 2026; EDD, 2026; SCAG, 2024b

As shown in Table 5.12-5, the projected 2050 jobs-to-housing ratio for the City of Hemet and Riverside County are 0.93 and 1.09, respectively; that is, both the City of Hemet and Riverside County are housing-rich. Therefore, it is possible that residents in the City of Hemet commute to other incorporated cities or other counties for employment. Approximately 16 percent of workers from Hemet commuted seven or more hours weekly in 2021 (SCAG, 2022).

5.12.4 AREAS OF PUBLIC CONCERN

During the Notice of Preparation (NOP) public review period, comments were received from agencies, organizations, and members of the public regarding potential environmental effects associated with the proposed Project related to population and housing. The comments reflected concerns regarding the following topics:

- Concern regarding the Project's projected employment generation, including the basis and assumptions used to estimate jobs associated with Project operations.
- Concern regarding the use of regional growth and forecasting assumptions, including consistency with the most current SCAG Connect SoCal regional planning documents.
- Concern regarding the long-term viability and permanence of warehouse and logistics-related employment opportunities associated with the Project.
- Concern regarding the quality, wage levels, and local economic benefits of jobs anticipated to be generated by the Project.
- Concern regarding the potential for future automation and evolving logistics industry trends to reduce employment opportunities associated with warehouse uses over time.
- Concern regarding the employment density assumptions used in the Project analysis, including the estimated jobs-per-acre ratio for warehouse and logistics development.

These comments were reviewed and considered during preparation of this Draft EIR. The issues raised by agencies, organizations, and members of the public are addressed through the analysis presented in this section and informed by the relevant technical studies and supporting documentation prepared for the proposed Project.

Where applicable, the analysis in this section:

- Evaluates the potential for the Project to result in the environmental effects identified in public comments.
- Incorporates standard regulatory requirements, design features, and/or mitigation measures intended to reduce potential impacts, and
- Provides additional explanation regarding the basis for impact determinations in response to issues raised during the public review process.

It is important to note that while all comments received during the public review process were reviewed and considered, the determination of significance under CEQA is based on substantial evidence in the record, including technical studies, applicable thresholds of significance, and regulatory requirements. In certain instances, concerns raised during public review reflect issues that are broader policy considerations or site-specific preferences; however, this Draft EIR focuses on impacts to the physical environment as defined under CEQA Guidelines Section 15382.

5.12.5 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

POP-1 Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure); or

POP-2 Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

The Initial Study (Appendix A) established that the proposed Project would not result in impacts related to Threshold POP-2; therefore, no further assessment of this threshold is required in this Draft EIR.

5.12.6 METHODOLOGY

State CEQA Guidelines Section 15064(e) states that a social or economic change is generally not considered a significant effect on the environment unless the changes can be directly linked to a physical adverse change. Additionally, CEQA Guidelines Appendix G indicates that a project could have a significant effect if it would induce substantial unplanned population growth in an area, directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through the extension of roads or other infrastructure). Therefore, population impacts are considered potentially significant if the growth associated with a project exceeds projections for the area and if such an exceedance has the potential to create a significant adverse physical change to the environment.

The methodology used to determine population, housing, and employment impacts includes data collection on population and housing trends, which was obtained from the California Department of Finance (DOF), the Hemet General Plan, and SCAG. If projected growth with the Project would exceed SCAG and Hemet growth projections and could create a significant change to the environment, the resulting growth would be considered "substantial," and a significant impact would result.

5.12.7 ENVIRONMENTAL IMPACTS

IMPACT POP-1: WOULD THE PROJECT INDUCE SUBSTANTIAL UNPLANNED POPULATION GROWTH IN AN AREA, EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?

Less Than Significant Impact.

The proposed Project would subdivide the 60.86-acre site into four parcels. Each parcel would be developed with an industrial warehouse infrastructure, providing a total gross building area of 1,129,894 square feet (SF). The site is located in a predominantly developed area of the city adjacent to existing roads and in close proximity to infrastructure and utilities. No habitable structures exist on the site or are being proposed as part of the Project, and the Project would not contribute to a direct increase in the City's population. The Project would, however, result in an increase in employment at the Project site due to the construction and operation of the industrial warehousing facilities that may indirectly contribute to population growth within the city by creating jobs.

Construction. Construction of the proposed Project would result in a temporary increased demand for construction workers. This Draft EIR assumes that construction of the proposed Project would commence in the third quarter of 2025 and last approximately 14 months. The construction schedule is provided for analytical purposes only to evaluate a representative worst-case construction scenario and does not represent a required or fixed construction timeline for the proposed Project. Based on the CalEEMod output sheets for the proposed Project, during the most intensive phase of construction, building construction, the proposed Project would require approximately 475 construction workers daily (Appendix B). Workers are anticipated to come from the City and surrounding jurisdictions and commute daily to the job site. Although the demand for workers could induce some people to move to the region, this consideration would be minimal due to the temporary nature of construction and the relative number of existing construction workers in the region. Approximately 4,200 individuals are employed in the construction industry in the City of Hemet, and 80,109 individuals are employed in the construction industry in Riverside County as a whole (ACS, 2023a and 2023b). The supply of general construction labor near the Project area is not expected to be constrained due to the current 6.6 percent unemployment rate in the City and the 4.9 percent unemployment rate in Riverside County, as well as the temporary nature of construction projects (EDD, 2026). As such, the existing 77,582 individuals employed in the construction industry in Riverside County could meet the construction needs of the proposed Project, and this labor pool would increase with the continued projected growth of Riverside County. Therefore, implementing the proposed Project would not induce substantial unplanned population growth directly or indirectly through construction employment that could cause substantial adverse physical changes in the environment. Construction impacts would be less than significant.

Operation. Implementing the proposed Project would result in long-term employment opportunities in the Project region. Since the Project would be developed for one definitive warehouse and distribution facility where the tenant is known and three speculative industrial warehousing buildings where the tenants are unknown, the number of jobs generated from the operation of the proposed Project cannot be precisely determined. Building 1 is proposed for industrial warehouse purposes and would function as a built-to-suit distribution center with associated administrative offices. As such, the Project applicant has determined that the warehouse (Building 1) would accommodate approximately 200 employees in total.

Employment estimates for the remaining speculative industrial warehouses were calculated based on data and average employment density factors from the County of Riverside General Plan EIR, as outlined in Table 3. G – Employment Factors. The County of Riverside General Plan EIR estimates that Light Industrial uses would employ approximately one worker for every 1,030 SF of building area (County of Riverside, 2002).

As the Project would build and operate 423,670 SF of speculative industrial warehousing space, operation of the proposed Project would require approximately 412 employees based on a conservative estimate. Therefore, the proposed Project is anticipated to result in approximately 612 employees total.

As shown in Table 5.12-3, employment in the City of Hemet is expected to increase by 23,500 jobs between 2019 and 2050. Based on these growth projections, the full buildout of the proposed Project would represent approximately 2.6 percent of projected employment growth within the City of Hemet. Thus, the employment growth that would occur from the proposed Project is within the growth projections used to prepare SCAG's 2024-2050 RTP/SCS.

The employees who would fill these roles are anticipated to come from within the City or the region, as the unemployment rate of the City of Hemet as of April 2026 was 6.6 percent, and the County of Riverside was 4.9 percent (EDD, 2026). Additionally, the City of Hemet and Riverside County are both housing-dense areas, meaning that more housing is provided than employment opportunities. Therefore, it is possible that residents in the City of Hemet commute to other incorporated cities or other counties for employment. Due to these levels of unemployment and housing density, it is anticipated that new employees at the Project site would already reside within commuting distance and would not generate a need for any housing. In addition, the City of Hemet had a housing vacancy rate of 7.5 percent (2,794 housing units) in 2026. Hence, if a portion of employees relocate from outside the City, there is sufficient housing in the City (DOF, 2026).

Infrastructure. Development of the Project would require infrastructure expansion to serve the proposed uses at the site, including installation of new onsite water, sewer, and stormwater drainage lines as well as improved roadways as outlined in Section 3.0, *Project Description*. The improvements would serve only the operations of the proposed development and have not been sized to accommodate developments offsite. The Project would include the development of driveways and roadway improvements within the Project site frontage to provide adequate access and circulation for passenger automobiles and truck traffic. The Project applicant proposes an offsite roadway expansion for Cawston Avenue; however, this is not anticipated to induce unplanned growth as it will only serve as access to the site and would end in a cul-de-sac. Therefore, the proposed Project would not directly or indirectly induce unplanned population growth which could cause substantial adverse physical changes in the environment, and the impacts would be less than significant.

5.12.8 CUMULATIVE IMPACTS

Impacts from cumulative population growth are considered in the context of their consistency with local and regional planning efforts. As discussed, SCAG's 2024-2050 RTP/SCS serves as a long-range vision plan for development in the counties of San Bernardino, Imperial, Los Angeles, Orange, Riverside, and Ventura. The proposed Project would not exceed the SCAG population, housing, and employment growth projections for the City of Hemet; it would represent a nominal percentage of SCAG's overall predictions for the City. The proposed Project would result in a generation of an estimated 612 permanent jobs at full buildout. Based on the growth projections analyzed in SCAG's 2024-2050 RTP/SCS, a full buildout of the proposed Project would represent approximately 2.6 percent anticipated employment growth within the City of Hemet. Therefore, the proposed Project is within the growth projections used to prepare RTP/SCS, and impacts related to cumulative growth would be less than significant and not cumulatively considerable.

5.12.9 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- SCAG Regional Housing Needs Allocation
- California Government Code Section 65300

- Government Code Sections 65580–65589
- California Senate Bill 330

Plans, Programs, or Policies (PPPs)

None.

5.12.10 PROJECT DESIGN FEATURES

None.

5.12.11 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impact POP-1 would be less than significant.

5.12.12 MITIGATION MEASURES

No mitigation measures are required.

5.12.13 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to population and housing would be less than significant. No significant and unavoidable population and housing impacts would occur.

5.12.14 REFERENCES

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5.13 Public Services

5.13.1 INTRODUCTION

This section of the Draft EIR addresses the impacts of the Project on public services, including fire protection and emergency services, police services, school services, parks, and other public services, such as the library and health services. This section addresses whether there are physical environmental effects of new or expanded public facilities necessary to maintain acceptable service levels. This section analyzes whether any physical changes resulting from a potential increase in service demands from Project implementation could result in significant adverse physical environmental effects. Thus, an increase in staffing associated with public services or an increase in calls for services would not, in itself, be considered a physical change in the environment. However, physical changes in the environment resulting from the construction of new facilities or the expansion of existing facilities to accommodate the increased staff or equipment needs resulting from the Project could constitute a significant impact. The analysis in this section is based, in part, on the following documents and resources:

- *City of Hemet General Plan Update 2030*, adopted January 24, 2012
- *City of Hemet General Plan Update 2030 Environmental Impact Report*, certified January 2018
- City of Hemet Municipal Code

5.13.2 REGULATORY SETTING

5.13.2.1 Federal Regulations

There are no Federal regulations pertaining to public services that would apply to the Project.

5.13.2.2 State Regulations

California Building Code

The California Building Code (CBC) includes fire safety requirements, including the installation of sprinklers in all commercial and residential buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas. The CBC is updated every three years by the California Building Standards Commission and was last updated in 2025 (effective January 1, 2026).

California Fire Code

California Code of Regulations (CCR) Title 24, Part 9 (2022 California Fire Code) contains regulations relating to the construction and maintenance of buildings, the use of premises, and the management of wildland-urban interface areas, among other issues. The California Fire Code is updated every three years by the California Building Standards Commission and was last updated in 2025 (adopted January 1, 2026).

The California Fire Code outlines regulations regarding building standards, fire protection and notification systems, fire protection devices such as fire extinguishers and smoke alarms, high-rise building standards, and fire suppression training. It contains regulations relating to the construction, maintenance, and use of buildings. Topics addressed in the code also include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use,

provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises.

California Government Code (Section 65995(b)) and Education Code (Section 17620)

California Senate Bill (SB) 50, which passed in 1998, amended California Government Code Sections 65995.5 through 65998, which contains limitations on Education Code Section 17620. The statute authorizes school districts to assess development fees within school district boundaries. Government Code Section 65995(b)(3) requires the maximum square footage assessment for development to be adjusted for inflation every two years.

According to California Government Code Section 65995(3)(h), the payment of statutory fees is "deemed to be complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of the real property, or any change in governmental organization or reorganization... on the provision of adequate school facilities." The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code.

California State Assembly Bill 2926: School Facilities Act of 1986

In 1986, Assembly Bill (AB) 2926 was enacted to authorize the levy of statutory fees on new residential and commercial/industrial development to pay for school facilities. AB 2926 was expanded and revised in 1987 through the passage of AB 1600, which added Sections 66000 et seq. to the Government Code. Under this statute, payment of statutory fees by developers serves as CEQA mitigation to satisfy the impact of development on school facilities.

Mitigation Fee Act (California Government Code Sections 66000 et seq.)

Enacted as Assembly Bill (AB) 1600, the Mitigation Fee Act requires a local agency, such as the City of Hemet, to establish, increase, or impose an impact fee as a condition of development to identify the purpose of the fee and the intended use to which the cost is to be put. The agency must also demonstrate a reasonable relationship between the fee and the purpose for which it is charged and between the fee and the type of development Project on which it is to be levied. This Act became enforceable on January 1, 1989 (California Legislative Information 2019).

Quimby Act

The California legislature established the Quimby Act (California Government Code, Section 66477) in 1965 to develop new or rehabilitate existing neighborhood or community parks or recreation facilities. This legislation was enacted in response to the need to provide parks and recreation facilities for California's growing communities. The Quimby Act grants the legislative body of a city or county the authority, by ordinance, to require the dedication of land or payment of in-lieu fees, or a combination of both, for park and recreational purposes as a condition of approval of a tract map or parcel map.

5.13.2.3 Local Regulations

Fire Protection and Emergency Services

City of Hemet General Plan 2030

The City of Hemet General Plan includes the following public safety objectives and policies that are related to fire protection and the proposed Project:

Public Safety Element

Goal PS-6 **Protect lives, property, and natural resources from the potentially disastrous effects of fire hazards.**

Policy PS-6.1 **Fire Protection Standards.** Adopt and enforce federal, state, and local construction and design standards regarding fire prevention and protection, particularly for high-occupancy, dependent-care, or essential facilities.

Policy PS-6.2 **Individual Fire Protection Systems.** Require all new commercial, industrial, institutional, multiple-family residential, and mixed-use developments to install fire protection systems and encourage the use of automatic sprinkler systems where not otherwise required by existing codes and ordinances.

Policy PS-6.3 **Safe Structures.** Continue to conduct building and fire code inspections and enforcement to ensure safe structures and the protection of land and property.

Policy PS-6.4 **Safety Exits.** Require all new development projects to incorporate adequate egress systems in their design and encourage existing structures to upgrade their egress systems.

Policy PS-6.5 **Wildland Fire Evaluation.** Require an evaluation of all new development that will be located in or adjacent to wildland areas to assess the development's vulnerability to fire and its potential as a source of fire.

Policy PS-6.6 **Roadway Fire Buffer Coordination.** Coordinate with Riverside County to evaluate and establish a fire buffer program along heavily traveled roadways to prevent fuel buildup.

Policy PS-6.7 **Wildland Fire Protection.** Implement brush clearing, fuel modification plans, and other fire prevention programs on open space lands and landscape buffers that balances reducing the possibility for the encroachment of wildland fires onto inhabited areas with maintaining accessibility for recreational purposes.

Policy PS-6.8 **Fire Hazard Mitigation.** Mitigate existing fire hazards related to urban development or patterns of urban development as they are identified and as resources permit.

Goal PS-7 **Ensure that an adequate service level of fire protection is provided for all residents, visitors, and businesses throughout the City of Hemet.**

Policy PS-7.1 **Fire Service Response.** Assess the impacts of incremental increases in community development density and intensity of subsequent impacts on traffic congestion, municipal infrastructure capacity, fire hazards, and emergency response times. Ensure through the development review process that new development and redevelopment will not result in a reducing fire protection services below acceptable, safe levels with adequate fire flows and response time of five minutes or less for 80 percent of fire and emergency calls on both a citywide and response area basis.

Policy PS-7.3 **Development Impacts.** Require development projects to contribute development impact fees, form public safety districts, or other financing mechanisms based on their proportional impact and on-going demand for fire services.

Policy PS-7.4 **Emergency Access.** Require adequate access for emergency vehicles, including adequate street widths, vertical clearance on new streets, and multiple points of access.

Policy PS-7.5 **Fire Protection Adequacy.** Maintain adequate and appropriate personnel, emergency vehicles, and other firefighting equipment and technology to respond to fires and other disasters or emergencies.

Policy PS-7.7 **Mutual Aid Agreements.** Continue to coordinate fire protection services with Riverside County, the California Department of Forestry and Fire Protection, Idyllwild Fire Protection District, and all other agencies and districts with fire protection powers

Police Protection Services

City of Hemet General Plan 2030

The City of Hemet General Plan includes the following public safety objectives and policies that are related to police services and the proposed Project:

Public Safety Element

Goal PS-8 **Ensure a secure environment with minimized risk of crime for residents, visitors, and businesses throughout the City of Hemet.**

Policy PS-8.1 **Police Services.** Ensure through the development review process that new development and redevelopment will not result in a reduction of law enforcement services below acceptable, safe levels with a seven minute average response time for emergency calls within urban areas, and a nine minute average response time for emergency calls within rural areas. Maintain sufficient and adequate facilities, personnel, and services to meet the community's needs.

Policy PS-8.2 **Strategic Plan.** Maintain and implement a police department strategic plan to address staffing and facilities needs, service goals, deployment strategies, and other department issues.

Policy PS-8.3 **Development Impacts.** Require development projects to contribute development impact fees, form public safety districts, or other funding mechanisms based on their proportional impact and ongoing demand for police services.

Policy PS-8.4 **Emergency Communication.** Ensure that outlying areas and newly annexed areas can be served by emergency communication systems as new development occurs.

Policy PS-8.6 **Neighborhood Watch.** Continue to promote the establishment of neighborhood and business watch programs to encourage community participation in crime prevention and increased awareness of any suspicious activity.

Policy PS-8.8 **Partnerships.** Continue to work with other law enforcement agencies, the school districts, businesses, nonprofit organizations, and community residents to enhance safety throughout the City.

Goal PS-9 **Improve community safety and reduce opportunities for criminal activity through appropriate physical design.**

Policy PS-9.1 **Defensible Space.** Require new developments to incorporate site design that help ensure maximum visibility and security for entrances, pathways, streets, sidewalks, corridors, public and private open space, and parking lots and structures.

Policy PS-9.2 **Adequate Project Lighting.** Require appropriate lighting to be incorporated that provides adequate exterior illumination around commercial, business-park, public, parking, and multiple-family structures.

Policy PS-9.3 **Safety in Land Use and Design.** Promote land use and design policies and regulations that encourage a mixture of compatible land uses to promote and increase the safety of public use areas and of pedestrian travel.

School Services

Developer School Fees

The Hemet Unified School District (HUSD) collects fees pursuant to Section 17620 et seq. of the Education Code and Section 65995 et seq. of the Government Code to help offset the costs of school services. The HUSD has established the fees, effective July 3, 2022, to be as follows: The approved Statutory School Fee (Level I) for residential construction is $4.79 per square foot. The approved Statutory School Fee (Level I) for commercial and industrial (excluding self-storage) and senior residential construction is $0.78 per square foot. The fee for self-storage construction is $0.124 per square foot.

City of Hemet General Plan 2030

The City of Hemet General Plan includes the following public safety objectives and policies that are related to school services and the proposed Project:

Community Services and Infrastructure Element

Goal CSI-7 **Consult with local educational institutions to coordinate the provision of adequate and appropriate educational facilities and services.**

Policy CSI-7.1 **City/School Districts Coordination.** Coordinate development activity between the City and area school districts to adequately provide for the needs of the school districts through the collection of development fees and the appropriate location of school sites.

Policy CSI-7.2 **Early Participation.** Involve area school districts in the review process for new development to ensure that the school district can serve the new development and to minimize associated impacts

Park Services

City of Hemet General Plan 2030

Recreation and Trails Element

Policy RC-1.2 **Park Standard** Require adequate open space in new development for both passive and active recreation. Achieve and maintain a standard of 5 acres of parkland per 1,000 residents in the City.

Policy RC-2.3 **Quimby Act** Continue to implement the Quimby Act to provide park dedication and in-lieu fees for community recreational facilities.

Other Public Facilities

Capital Facility Fees

To implement the goals and objectives of the city's General Plan and to mitigate the impacts of new development in the city upon public facilities, certain public facilities must be constructed. The city council has determined that capital facility development impact fees are needed to finance these public improvements and to pay for the development's fair share of the construction costs of these improvements. In establishing the fees described in City Development Code Chapter 58, *Planning and Development* (58-61), the city council has found the fees are consistent with its general plan and, pursuant to Government Code § 65913.2, has considered the effects of the fees concerning the city's housing needs as established in the housing element of the general plan.

City of Hemet General Plan 2030

The City of Hemet General Plan includes the following public safety objectives and policies that are related to other public services and facilities and the proposed Project:

Community Services and Infrastructure Element

Goal CSI-8 **Work with local employers and health providers to facilitate the provision of excellent health care services to meet the needs of Hemet's diverse population.**

Policy CSI-8.7 **Healthy Employee Programs.** Encourage local employers to adopt healthy living/healthy employee programs and practices such health challenges, healthy food choices, and healthy work environments.

Goal CSI-9 **Maintain and enhance a City library system that contributes to quality of life through accessible and diverse library collections, technologically improved services, and a welcoming environment.**

Policy CSI-9.5 **Impact Fees.** Continue to use City-collected, library-specific impact fees for the development, expansion, or rehabilitation of existing library facilities.

5.13.3 ENVIRONMENTAL SETTING

5.13.3.1 Fire Protection Services

The City of Hemet Fire Department is responsible for all fire suppression, rescue activities, and emergency services. Additionally, the City has entered into a reciprocal mutual aid agreement with the California Department of Forestry and Fire Protection (CAL FIRE). The Hemet Fire Department provides fire suppression, emergency medical services (paramedic and non-paramedic), ambulance services, hazardous materials (HAZMAT) response, arson investigation, technical rescue, hazard abatement, response to acts of terrorism, and support for natural disaster response. It currently consists of three battalion chiefs, 15 fire captains, 21 firefighters/paramedics, one fire prevention officer, one emergency services coordinator, two public safety dispatchers, and one call taker (City of Hemet, 2023). The total full-time staffing at the Fire Department is, therefore, 44 when positions are filled. According to the Hemet General Plan Public Safety Element, average Fire Department response times are just under 7 minutes compared to a standard of 5 minutes or less for 80 percent of fire and emergency medical calls (City of Hemet, 2012a).

The City of Hemet is served by five fire stations, listed in Table 5.13-1, with the addition of one administrative office and training center. The closest fire station to the Project site is Fire Station 3, located approximately 0.5 miles north of the Project site, at 4110 W Devonshire Ave, Hemet, CA, 92545.

Table 5.13-1: Fire Stations

Fire Station	Location	Distance from Site[1]	Estimated On Scene Response Times[2]	Equipment	Staffing
Station 3	4110 W Devonshire Ave, Hemet, CA, 92545	0.5 miles	2 minutes	-Engine 4 -Truck 4	-3 captains -3 engineers -3 firefighters/medics
Station 4	1035 South Cawston Ave, Hemet, CA 92545	1.9 miles	6 minutes	-Engine 3 -Brush 303	-3 captains -3 engineers -3 firefighters/medics
Station 2	895 W Stetson Ave, Hemet, CA 92543	3.1 miles	8 minutes	-Engine 2 -OES 352 -OES 6611	-3 captains -3 engineers -3 firefighters/medics
Station 1	220 N Juanita St, Hemet, CA 92543	3.4 miles	9 minutes	-Engine 1 -Squad 1 -Battalion 1 -HazMat	-3 captains -3 engineers -6 firefighters/medics
Station 5	120 N Hemet St, Hemet, CA 92544	5.6 miles	15 minutes	-Engine 5	-3 captains -3 engineers -2 firefighters/medics

[1] Distance from site is measured in roadway miles.
[2] Based on google maps time during peak traffic conditions.
Source: City of Hemet, 2026

5.13.3.2 Police Protection Services

The Hemet Police Department (PD) is responsible for law enforcement and public safety activities in Hemet. The Hemet PD headquarters are located at 450 E. Latham Street, 3.0 miles east of the Project site, and have two substations. Additionally, the Riverside County Sheriff's Department Hemet Station is located at 43950 Acacia Avenue, 7.7 miles east from the Project site.

Hemet PD currently services the entire city of Hemet, with sworn officers, support staff, and a large contingent of part-time volunteers. As of March 2026, the Hemet PD had 84 sworn officers and 46.7 professional staff (Hemet Police Department, 2026). Additionally, the average response time for Hemet PD in June 2024 was 4.8 minutes for emergency services (Hemet Police Department, 2024). The City of Hemet has a standard response time of 9 minutes for emergency calls in urban areas and a standard of 7 minutes per emergency response calls in non-urban areas, which the Hemet PD currently meets (City of Hemet, 2012a). The Hemet PD is currently capable and has the resources to adequately service the area of Hemet. The Hemet PD headquarters is located at 450 E. Latham Street, 3.0 miles east of the Project site. There are also additional auxiliary support divisions to the headquarters department. Hemet PD is authorized for 91 sworn police personnel (City of Hemet, 2022).

5.13.3.3 School Services

The Project site is within the boundary of the Hemet Unified School District (HUSD). The HUSD currently operates 32 schools, including: one preschool, 14 elementary schools, six middle schools, two kindergartens (TK) through middle schools, five high schools, four alternative schools, and one adult school (HUSD, 2024). As of the 2025/2026 school year, the HUSD had a total enrollment of 22,791 students (California Department of Education, 2026). The Project site is closest to Cawston Elementary School at 4000 West Menlo Avenue (approximately 1.2 miles from the Project site), Rancho Viejo Middle School at 985 Cawston Avenue North (approximately 1.5 miles from the Project site), and Springs Charter School at 801 Kirby Street (approximately 1.7 miles from the Project site).

5.13.3.4 Park Services

Parks within the city and its vicinity are maintained and operated by the City of Hemet Public Works Department, the Valley-Wide Parks and Recreation District, the Hemet Unified School District (HUSD), and the Riverside County Department of Parks and Recreation. Existing parks within the city include 16 parks on approximately 700.25 acres (City of Hemet, 2012b). At an estimated population of 91,479 in 2026, the ratio of existing parkland acres per 1,000 residents is 7.65 (DOF, 2026). The parks and recreation facilities closest to the Project site include David R Oltman Community Park at 985 Cawston Avenue North (approximately 1.5 miles from the Project site), Gibbel Park at 2350 West Latham Avenue (approximately 1.5 miles from the Project site), and Mary Henley Park at 11501 Cypress Avenue East (approximately 1.6 miles from the Project site).

5.13.3.5 Other Public Facilities

Other governmental services include various public and quasi-public services, including libraries, medical clinics, urgent care facilities, hospitals, social service centers, senior centers, and other community resources. The closest library facility to the Project site is the Hemet Public Library, located at 300 E Latham Ave, approximately 3.4 miles west of the site. The closest public health care facility to the Project site is the Hemet Valley Healthcare Center, located at 371 N Weston Place, approximately 3.8 miles from the Project site.

5.13.4 AREAS OF PUBLIC CONCERN

During the Notice of Preparation (NOP) public review period, comments were received from agencies, organizations, and members of the public regarding potential environmental effects associated with the proposed Project related to public services. The comments reflected concerns regarding the following topics:

- Concern regarding the potential for Project-related traffic increases to affect emergency response times for fire protection, emergency medical services (EMS), and other public safety services in the Project area.
- Concern regarding the capacity of existing emergency response and medical infrastructure in the City of Hemet and surrounding area to accommodate future demand associated with the Project.

These comments were reviewed and considered during preparation of this Draft EIR. The issues raised by agencies, organizations, and members of the public are addressed through the analysis presented in this section and informed by the relevant technical studies and supporting documentation prepared for the proposed Project.

Where applicable, the analysis in this section:

- Evaluates the potential for the Project to result in the environmental effects identified in public comments.
- Incorporates standard regulatory requirements, design features, and/or mitigation measures intended to reduce potential impacts, and
- Provides additional explanation regarding the basis for impact determinations in response to issues raised during the public review process.

It is important to note that while all comments received during the public review process were reviewed and considered, the determination of significance under CEQA is based on substantial evidence in the record, including technical studies, applicable thresholds of significance, and regulatory requirements. In certain instances, concerns raised during public review reflect issues that are broader policy considerations or site-specific preferences; however, this Draft EIR focuses on impacts to the physical environment as defined under CEQA Guidelines Section 15382.

5.13.5 THRESHOLDS OF SIGNIFICANCE

Appendix G of CEQA Guidelines indicates that a project could have a significant effect if it were to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

PS-1 – Fire protection

PS-2 – Police protection

PS-3 – Schools

PS-4 – Parks

PS-5 – Other public facilities

5.13.6 METHODOLOGY

The evaluation of impacts on public services is based on whether the existing public services can meet the demands of the Project, based on established thresholds, including maintaining acceptable service ratios, staffing levels, adequate equipment, response times, and other performance objectives, or if the Project results in the need for new or the expansion of existing government services and facilities, including fire and police stations, schools, parks, and other public facilities, the construction of which could cause significant environmental impacts.

5.13.7 ENVIRONMENTAL IMPACTS

IMPACT PS-1: WOULD THE PROJECT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH FIRE PROTECTION SERVICES OR THE PROVISION OF NEW OR PHYSICALLY ALTERED FIRE PROTECTION FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES?

Less than Significant Impact. Construction and operation of the proposed Project would increase the number of structures and employees in the Project area, thus increasing demand for fire protection and emergency

services. However, five existing fire stations currently serve the city, four of which are within 5.0 miles of the Project site. The closest fire station to the Project site, Station 3, is at 4110 West Devonshire Ave, approximately 0.5 miles north.

The Project site is currently vacant and undeveloped. The development would consist of subdividing the 60.86-acre site into four parcels. Each parcel would be developed with an industrial warehouse facility (four warehouse buildings total) and associated on-site infrastructure, providing a total gross building area of 1,129,894 square feet (SF). Additional improvements to the site would include landscaping, sidewalks, utility connections, stormwater facilities, and pavement of parking areas and drive aisles. Development of the proposed Project would increase fire hazard risk on the site compared to the current existing condition based on an increase in site activity. However, the proposed improvements would reduce the fire hazard risk and improve emergency access. The proposed Project would be accessible via West Acacia Avenue to the north and the buildout of Cawston Avenue to the east. Proposed access to the Project site would be reviewed by the City Planning Department and the City of Hemet Fire Department to ensure compliance with fire protection standards. The proposed Project would be required to adhere to the California Fire Code to minimize the demand upon fire stations, personnel, and equipment. The proposed warehouses would have concrete tilt-up construction with a low fire hazard risk rating. The buildings would be equipped with fire extinguishers, wet and dry sprinkler systems, pre-action sprinkler systems, fire alarm systems, fire pumps, backflow devices, and clean agent waterless fire suppression systems pursuant to the California Fire Code adopted under Chapter 14, Section 40-420 of the City's Municipal Code.

Additionally, the proposed Project would be required to pay capital facility development impact fees pursuant to the City of Hemet's Municipal Code, Chapter 58-61. Development impact fees collected would ensure that the level of fire protection services is maintained and can be applied to the purchase of equipment and maintenance of purchasing equipment and maintaining facilities as needed. Therefore, Project impacts to fire services would be less than significant.

IMPACT PS-2: WOULD THE PROJECT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH POLICE SERVICES OR THE PROVISION OF NEW OR PHYSICALLY ALTERED POLICE FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES?

Less than Significant Impact. Impacts to police services are considered significant if implementation would result in inadequate staffing levels, response times, and/or increased demand for services, requiring the construction of new or expansion of existing police facilities. Implementation of the proposed Project would consist of subdividing the 60.86-acre site into four parcels. Each parcel would be developed with an industrial warehouse facility (four warehouse buildings total) and associated on-site infrastructure, providing a total gross building area of 1,129,894 square feet (SF). Additional improvements to the site would include landscaping, sidewalks, utility connections, stormwater facilities, and pavement of parking areas and drive aisles.

As discussed in Section 5.12, *Population and Housing*, the operation of the Project is estimated to generate a need for 612 employees; however, it is anticipated that some of these employees would come from within the region and thus would not contribute to a significant increase in population. The Hemet PD station that would serve the site is the headquarters located at 450 E. Latham Street, 3.0 miles east of the Project site. Hemet PD currently has a minimum sworn-patrol staffing level of five officers and one supervisor during the non-busy times of the day. The average during these non-busy times is eight officers and two supervisors. The staff also includes Community Service Officers (CSOs) who handle all past crimes. A lieutenant is present seven days a week during certain times of the day. During the busiest times of the day, there may be over 25 sworn officers responding to calls for service (Hemet Police Department, 2024). The City of Hemet has a population of 91,479. Thus, there is a current estimated ratio of 0.99 officers per 1,000 population based

on the authorized sworn personnel of 91 for the department (DOF, 2024). According to the City of Hemet General Plan EIR, the need for additional police will be incremental as the population increases. It would be met by requiring new development projects to pay their proportional share of the cost of providing additional police protection and services through development impact fees pursuant to Hemet Municipal Code Chapter 58-61. The collection of development impact fees would ensure that the level of police protection services is maintained and can be applied to purchasing equipment and maintaining facilities. Because the Project would not contribute to a substantial or unanticipated population increase and would contribute to development impact fees, the Project would not result in the need for new or expanded police services or facilities to support the Project. Therefore, Project impacts to police services would be less than significant.

IMPACT PS-3: WOULD THE PROJECT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH SCHOOL SERVICES OR THE PROVISION OF NEW OR PHYSICALLY ALTERED SCHOOL FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES?

Less than Significant Impact. As described previously, the Project site is currently undeveloped and vacant, and the proposed Project's development would construct four warehouse facilities and associated site improvements. No residential development is planned as a part of this Project. As such, the Project would not result in a direct demand for new or expanded school services within the area. As described previously in Section 5.12, *Population and Housing*, the proposed Project is not anticipated to generate a new population, as the employees needed to operate the Project are anticipated to come from within the Project region, and substantial in-migration of employees that could generate new students is not anticipated to occur.

Additionally, under State law, development projects are required to pay school impact fees per SB 50 at the time of building permit issuance. The funding program established by SB 50 allows school districts to collect payments from new developments to offset the costs associated with increasing school capacity needs. The legislature has found school impact fees to constitute "full and complete mitigation of the impacts of any legislative or adjudicative act… on the provision of adequate school facilities" (Government Code Section 65995[h]). The school impact fee for commercial/industrial developments within the HUSD boundary is currently $0.87 per square foot per SF (HUSD, 2026). Because the proposed Project is not anticipated to result in an increased demand for school services and the development of the Project would contribute its proportional share to school impact fees, impacts to school services would be less than significant.

IMPACT PS-4: WOULD THE PROJECT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH PARK SERVICES OR THE PROVISION OF NEW OR PHYSICALLY ALTERED PARK FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES?

Less than Significant Impact. The City of Hemet Public Works Department maintains approximately 12 parks, and the Valley-Wide Recreation and Park District maintains approximately four parks within Hemet. The parks or recreation facilities closest to the Project site include David R. Oltman Community Park, located at 985 Cawston Avenue North (approximately 1.5 miles from the Project site) and Gibbel Park at 2350 West Latham Avenue (approximately 1.5 miles from the Project site). Typically, residential developments increase the need for new parks and increase the use of existing citywide park facilities. The proposed development would not provide new residential or housing opportunities. Furthermore, employees needed to operate the proposed Project are expected to come from within the Project region, as described previously. Although employees may occasionally use local parks, such an increase in use would be limited and would not result in the deterioration of facilities such that the construction or expansion of recreational

facilities would be necessary. Therefore, any increase in demand for park facilities within the city due to the proposed Project would be considered a less-than-significant impact.

IMPACT PS-5: WOULD THE PROJECT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH OTHER GOVERNMENT SERVICES OR THE PROVISION OF NEW OR PHYSICALLY ALTERED PUBLIC FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES?

Less than Significant Impact. Other governmental and public services typically include libraries, medical services, and other facilities. The closest library facility to the Project site is the Hemet Public Library, located at 300 E Latham Ave, approximately 3.4 roadway miles east of the site. The nearest public health care facility to the Project site is the Hemet Valley Healthcare Center, located at 371 N Weston Place, approximately 3.8 roadway miles northeast from the Project site. The demand placed on libraries is based on the generation of a resident population associated with a person's place of residence and not typically their place of employment. As discussed previously, the proposed Project would subdivide the 60.86-acre site into four parcels. Each parcel would be developed with an industrial warehouse facility (four warehouse buildings total) and associated on-site infrastructure, providing a total gross building area of 1,129,894 SF. The proposed Project would not offer new housing opportunities to the area and is unlikely to create a significant increase in the use of other public facilities such as libraries or healthcare facilities. Additionally, the proposed Project would adhere to the payment of development impact fees as outlined in Chapter 58 of the Hemet Municipal Code to ensure a fair share of costs associated with the proposed Project are paid for public facilities. Therefore, the Project would result in a less-than-significant impact related to public services.

5.13.8 CUMULATIVE IMPACTS

The Project would not significantly increase the need for public services in the Project area, in the cities surrounding the Project site, or within the region. As discussed above, the Project applicant would pay the required development and school impact fees. Additionally, as discussed above, the proposed Project would not impact acceptable service ratios, staffing levels, adequate equipment, response times, or other performance objectives nor would it result in the need for new or the expansion of existing government services and facilities. Related projects in the region would be required to demonstrate their level of impact on public services and also pay their proportionate development impact fees. Therefore, the past, present, and future projects would not result in a cumulative impact related to the provision of public services.

5.13.9 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

Fire Protection and Emergency Services

- California Fire Code (California Code of Regulations, Title 24, Part 9)
- City Development Code Chapter 58 Planning and Development (58-61).

Police Services

- City Development Code Chapter 58 Planning and Development (58-61).

School Services

- Government Code Section 65995(b)
- California State Assembly Bill 2926: School Facilities Act of 1986
- California Senate Bill 50: School Facilities Bond Act of 1998

Park Services

- City Development Code Chapter 58 Planning and Development (58-61)
- California Government Code, Section 66477

Other Public Services

- California Government Code Sections 66000 et seq.

Plans, Programs, or Policies (PPPs)

PPP PS-1: School Impact Fees. Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall provide payment of the appropriate fees set forth by the Hemet Unified School District related to the funding of school facilities pursuant to Government Code Section 65995 et seq.

5.13.10 PROJECT DESIGN FEATURES

None.

5.13.11 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts PS-1, PS-2, PS-3, PS-4, and PS-5 would be less than significant.

5.13.12 MITIGATION MEASURES

No mitigation measures are required.

5.13.13 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Compliance with regulatory programs would reduce potential impacts related to public services to less than significant. No significant and unavoidable adverse impacts would occur.

5.13.14 REFERENCES

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5.14 Transportation

5.14.1 INTRODUCTION

This section describes the existing transportation and circulation conditions and evaluates the potential transportation impacts from the implementation of the proposed Project. This analysis has been prepared per CEQA requirements to evaluate potential transportation impacts, including those based on vehicle miles traveled (VMT). The analysis in this section is based on the following documents and resources:

- *Vehicle Miles Traveled (VMT) Screening Memo, prepared by EPD Solutions, Inc., July 14, 2023, included as Appendix L*
- *Hemet Logistics West Project Impact Analysis Report*, prepared by EPD Solutions, Inc., March 2025, included as Appendix M
- *City of Hemet General Plan Update 2030*, adopted January 24, 2012
- *City of Hemet General Plan Update 2030 Environmental Impact Report*, certified January 2012
- City of Hemet Municipal Code

5.14.2 REGULATORY SETTING

5.14.2.1 State Regulations

Senate Bill 743 (Steinberg, 2013)

On September 27, 2013, Senate Bill (SB) 743 was signed into State law. The California legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the State had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce VMT and thereby contribute to the reduction of greenhouse gas (GHG) emissions, as required by the California Global Warming Solutions Act of 2006 (AB 32).

SB 743 requires the California Governor's Office of Planning and Research to amend the State CEQA Guidelines to provide an alternative to LOS as the metric for evaluating transportation impacts under CEQA. Particularly within areas served by transit, SB 743 requires alternative criteria to promote the reduction of greenhouse gas emissions, development of multimodal transportation networks, and diversity of land uses. The alternative metric for transportation impacts detailed in the State CEQA Guidelines is VMT. Jurisdictions had until July 1, 2020, to adopt and implement VMT thresholds for traffic analysis.

5.14.2.2 Regional Regulations

Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is the designated metropolitan planning organization for six Southern California counties (Ventura, Los Angeles, San Bernardino, Riverside, Orange, and Imperial). As the designated metropolitan planning organization, SCAG is mandated by the federal and state governments to prepare plans for regional transportation and air quality conformity. The most recent plan adopted by SCAG is the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal, which was adopted in April 2024. The RTP/SCS integrates transportation planning with economic development and sustainability planning and aims to comply with State GHG emissions reduction goals, such as SB 375. Concerning transportation infrastructure,

SCAG anticipates, in the RTP/SCS, that the six-county region will have to accommodate 20,909,000 residents by 2050 while also meeting the GHG emissions reduction targets set by the California Air Resources Board (CARB). SCAG is empowered by State law to assess regional housing needs and provide a specific allocation of housing needs for all economic segments of the community for each of the region's counties and cities. In addition, SCAG has taken on the role of planning for regional growth management.

Transportation Uniform Mitigation Fee (TUMF)

In 2000, the Western Riverside Council of Governments (WRCOG) established the Transportation Uniform Mitigation Fee (TUMF) Program to mitigate the cumulative regional impacts of projected future growth and new development on the region's arterial highway system. The TUMF Program applies a uniform mitigation fee to new development projects that are collected by each WRCOG member agency. The collected funds are pooled and used by WRCOG to fund transportation network improvements, including roads, bridges, interchanges, and railroad grade separations, identified by the public works departments of WRCOG member agencies and listed in the Regional System of Highways and Arterials (RHSA).

5.14.2.3 Local Regulations

City of Hemet Development Impact Fee (DIF) Program

The City of Hemet has created its local development impact fee (DIF) program to impose and collect fees from new residential, commercial, and industrial development for funding roadways and intersections necessary to accommodate City growth as identified in the City's General Plan Circulation Element. The City's DIF includes funding for public services and utilities services. Under the City's DIF program, the City may grant developers credit against specific components of fees when those developers construct certain facilities and landscape medians identified in the list of improvements funded by the DIF program.

City of Hemet General Plan 2030

The City of Hemet General Plan contains the following policies related to transportation applicable to the Project:

Circulation Element

Goal C-1 **Build and maintain a transportation system that is designed to meet the current and future needs of Hemet's residents and businesses while providing a balance between mobility, cost, and the quality of the City's living environment.**

Policy C-1.1 **Complete Streets.** Support the implementation of complete streets through a multi-modal transportation network that balances the needs of pedestrians, bicyclists, transit riders, mobility-challenged persons, older people, children, and vehicles while providing sufficient mobility and abundant access options for existing and future users of the street system.

Policy C-1.2 **Comprehensive Design.** Street improvement projects shall be designed in a comprehensive fashion to include consideration of street trees, pedestrian walkways, bicycle lanes, equestrian pathways, signing, lighting, noise, and air quality wherever any of these factors are applicable.

Policy C-1.3 **Traffic Flow.** Maintain Level of Service (LOS) C or better for roadway segment operations, and LOS D or better for peak-hour intersection movements. Portions of Florida Avenue and Sanderson Avenue may operate at or below LOS D on a case-by-case basis.

Policy C-1.4 **Traffic Management.** Continue to improve signal coordination and advanced traffic management systems at major intersections and along roadway corridors in order to optimize traffic flow through the City and reduce traffic queuing. Mechanisms include adding turn-out lanes at key intersections with transition back to the original number of lanes at mid-block as feasible to reduce bottlenecks.

Policy C-1.5 **Traffic Control System.** Provide a coordinated traffic control system that moves traffic within and through the City in an efficient and orderly manner. Upgrade systems as technology evolves.

Policy C-1.6 **Roadway Capacity.** Identify roadways that cannot be widened to their full master-planned width because existing development or other physical constraints prohibit acquisition of full right-of-way and consider parking restrictions, access management, roadway restriping, and intersection improvements as potential methods of increasing roadway capacity.

Policy C-1.7 **Connectivity.** Promote the efficient use of the street system by providing convenient connections between and within neighborhoods and adjacent land uses.

Policy C-1.8 **Reciprocal Access.** Require reciprocal accessways and consolidate commercial driveway entries along Florida venue, Sanderson Avenue, State Street, San Jacinto Street, and other commercial streets as practical.

Policy C-1.9 **Driveway Standards.** As part of City roadway standards, maintain and enforce minimum driveway separation standards for the various types of roadways included in the City of Hemet General Plan Roadway Circulation Master Plan. Wherever possible, consolidate driveways on arterial streets and implement access controls during redevelopment of adjacent parcels.

Policy C-1.10 **Center Median Design.** Implement the design and construction of center landscaped medians with appropriate breaks for full turning movements along Florida Avenue, Stetson Avenue, Sanderson Avenue, Domenigoni Parkway, Warren Road, and other arterial corridors consistent with the General Plan's Circulation Map.

Policy C-1.11 **Parkway Design.** Emphasize the landscaping of parkways, roadways, entries, and gateways consistent with the Community Design Element including replacing any tree removed from the public right-of-way with a California friendly or shade tree of similar size and shape to a suitable location.

Policy C-1.12 **Maintain Grid System.** Maintain and encourage the existing grid system of streets to facilitate neighborhood accessibility, emergency response, and transportation capacity.

Policy C-1.15 **New Development.** Approval of new development projects shall:

a. Require that all roadways within a new development be constructed to the ultimate right of- way and that master-planned roadways next to the project site be, at a minimum, constructed to their master planned half-width plus 10 feet, or greater if necessary to maintain adequate traffic flow;
b. Require new developments to meet roadway and intersection performance standards and/or contribute their fair share toward improvements pursuant to a traffic impact analysis;
c. Require new developments within designated commercial corridors to acquire or grant reciprocal access and parking agreements to facilitate movement with adjacent commercial uses without affecting the adjacent roadway;

d. Require dedication and improvement of adequate right-of-way along new roadways to minimize impacts of proposed development projects on the City's circulation system;
e. Limit lot development to reverse frontage and/or side-one lots on all arterials.

Policy C-1.17 **Traffic Analyses.** Evaluate development proposals for potential impacts on the transportation and infrastructure system based on traffic analyses that follow the protocols established by the City. The traffic analysis should evaluate the need for both ultimate and interim improvements resulting from the development proposal.

Policy C-1.18 **Future Roadways.** Future roadways and intersections must meet roadway classification design specifications and performance criteria.

Policy C-1.19 **Street Standard Compliance.** Require compliance with established street standards for public, private, and rural streets, including traffic calming facilities, where appropriate.

Goal C-2 **Coordinate and cooperate in the implementation of regional and inter-jurisdictional transportation plans and regional transportation systems.**

Policy C-2.4 **Roadway Design Consistency.** Coordinate implementation of new roadway connections with adjacent cities and Riverside County to ensure consistency in design and operations of the new facilities and connections.

Policy C-2.5 **Regional Impacts.** Coordinate with Riverside County and adjacent jurisdictions regarding the planning, coordination, and impacts of circulation improvements in adjacent jurisdictions, the Sphere of Influence area and the Planning Area.

Goal C-3 **Protect neighborhoods and reduce transportation related risk by establishing a street circulation system that promotes safety.**

Policy C-3.3 **Sight Distance.** Ensure that new roadways and intersections provide adequate sight distances for safe vehicular movement.

Policy C-3.4 **Emergency and Service Vehicle Right-of-Way.** Establish and implement street standards that maintain an acceptable right-of-way to accommodate emergency, utility, maintenance, and service vehicles.

Policy C-3.10 **Eliminate Hazards to Cyclists and Pedestrians.** Identify and seek to eliminate hazards to safe and efficient bicycle or pedestrian movement citywide.

Goal C-4 **Promote and support modes of transportation that offer an alternative to single-occupancy automobile use and help reduce air pollution and road congestion.**

Policy C 4.1 **Sustainable Urban Design.** Promote urban design measures that encourage alternatives to single-occupancy vehicle transportation and direct new growth along transportation corridors as a means of reducing roadway congestion, air pollution, and non-point source water pollution.

Policy C 4.2 **Transportation Alternatives.** Support a variety of transit vehicle types and technologies and encourage alternatives to single-occupancy automobile use such as rail, public transit, paratransit, walking, cycling, and ridesharing.

Policy C 4.5 **Development Opportunities.** Require new development to include opportunities for alternate transportation, such as bicycle paths, pedestrian connections, bicycle storage, and other facilities such as NEV paths, and charging stations.

Policy C 4.6 **Vehicle Mile Reduction.** Create and implement programs that will aid in improving air quality by reducing motor vehicle trips, such as those programs recommended by the Regional Transportation Plan, Riverside County Integrated Project, and the Southern California Air Quality Management Board.

Policy C 4.7 **Employer Incentives.** Encourage all employers, especially employers of 100 or more persons to support alternative forms of transportation by providing appropriate facilities, including parking for vanpools, bicycle parking, and transit stops.

Goal C-5 **Develop, expand, and maintain a network of bicycle and pedestrian accessways that provide safe and comfortable travel between residential neighborhoods, parks, schools, and commercial and office centers.**

Policy C-5.1 **Bikeway and Pedestrian Network.** Maintain an extensive trails network that supports bicycles and pedestrians and links residential neighborhoods, schools, commercial centers and employment centers by implementing the City's Bikeway Circulation Plan and including provision and dedication of bikeways and pedestrian walkways in conjunction with development permits.

Policy C-5.2 **Expand Bikeway Network.** Seek opportunities to acquire land and build new bikeways, including using floodways, easements, and abandoned rights-of-way and modifying and widening existing roadways and shoulders to accommodate bikeways, in accordance with the Bikeway Circulation Plan.

Policy C-5.3 **Bike-Friendly Development.** Require the provision of designated bikeways, bicycle racks, lockers, and other bicycle amenities at public parks and buildings, commercial or industrial buildings, shopping centers, and other activity centers as part of discretionary plans for development projects.

Policy C-5.4 **Roadway Sharing.** Evaluate the needs of bicycle traffic in the planning, design, construction, and operation of all new roadway projects including the provision of sufficient paved surface width to enable bicycle traffic to share the road with motor vehicles.

Policy C-5.5 **Regional Bikeway Interconnectivity.** Require that existing and proposed bikeways within the City connect with those in neighboring jurisdictions and the Riverside County Trails and Bikeway System Master Plan, whenever practical.

Policy C-5.6 **Pedestrian Linkages.** Connect commercial activity centers to adjacent residential areas with well-designed pedestrian linkages that include amenities such as benches, trees, landscaping, and shade structures to encourage people to walk to destinations.

Policy C-5.7 **ADA Compliance.** Encourage safe pedestrian walkways and compliance with Americans with Disability Act (ADA) requirements within all developments.

Goal C-6 **Facilitate the movement of freight and goods as a means of economic expansion while protecting residents and travelers from the negative effects of truck operations and rail service.**

Policy C-6.3 **Safety Checks.** Re-evaluate railroad street crossing features if freight demand substantially increases within the developed portions of the City or when Metrolink service is provided.

Policy C-6.4 **Truck Routes.** Maintain a system of truck routes that provides adequate access to industrial and commercial areas and areas of appropriate truck parking without intruding on residential neighborhoods.

Policy C-6.5 **Truck Access.** Require that new commercial and industrial development projects provide adequate truck access, parking, and loading.

5.14.3 ENVIRONMENTAL SETTING

5.14.3.1 Existing Roadway Network

The Project site is located within the western portion of Riverside County in the City of Hemet, southwest of West Acacia Avenue and Cawston Avenue North. State Route 74 (SR-74) and State Route 79 (SR-79) provide regional access to the site. Local access to the site is via Warren Road, Acacia Avenue, Cawston Avenue North, Sanderson Avenue, and Stetson Avenue within the jurisdiction of the City of Hemet. The characteristics of each roadway are discussed below:

- **State Route 79.** (SR 79 provides regional access to the Project site and is located approximately 2.9 miles west of the Project site and accessible via the Newport Road interchange. In this location, the highway consists of two lanes in both directions. SR-79 connects to Interstate 215 (I-215) and Interstate 10 (I-10), connecting San Bernardino County, Los Angeles County, and San Diego County.
- **State Route 74.** The project has regional access via SR-74, which connects to I-215, SR-79, which connects to Interstate 15 (I-15), and I-10, which provides connections to San Bernardino County, Los Angeles County, and San Diego County.
- **Warren Road.** Warren Road is designated as an arterial per the City of Hemet General Plan 2030. Near the study area, it features two northbound lanes and one southbound lane between SR-74 and Whittier Avenue. Despite having a Class II bike lane designation, no such lanes are observed near the study area. Sidewalks are provided on the eastern side of the street between SR-74 and Whitter Avenue. Warren Road has a posted speed limit of 55 miles per hour (mph).
- **Acacia Avenue.** Acacia Avenue is classified as secondary per the City of Hemet General Plan 2030. In the immediate vicinity of the study area, Acacia Avenue comprises two lanes between SR-74 and Cawston Avenue North, and two eastbound lanes plus one westbound lane between Cawston Avenue North and Sanderson Avenue. Despite having a Class II bike lane designation, Acacia Avenue does not feature bike lanes. Sidewalks are provided on both sides of Acacia Avenue between Cawston Avenue North and Sanderson Avenue. The posted speed limit is 40 mph on Acacia Avenue near the Project site.
- **Cawston Avenue.** Cawston Avenue is classified as secondary per the City of Hemet General Plan 2030. In the immediate vicinity of the study area, Cawston Avenue North, features four lanes between SR-74 and Acacia Avenue. Cawston Avenue North does not feature bike lanes despite having a Class II bike lane designation. Sidewalks are provided on both sides of Cawston Avenue North between SR-74 and Acacia Avenue. The posted speed limit is 30 mph on Cawston Avenue North near the Project site.
- **Sanderson Avenue.** Sanderson Avenue is classified as major per the City of Hemet General Plan 2030. Near the study area, Sanderson Avenue is built as a four-lane road. Bike lanes are not observed near the study area. Sidewalks are provided on both sides of Sanderson Avenue between SR-74 and Stetson Avenue. The posted speed limit is 30 mph on Sanderson Avenue between SR-74 and Acacia Avenue and 45 mph between Acacia Avenue and Stetson Avenue.
- **Stetson Avenue.** Stetson Avenue is classified as major per the City of Hemet General Plan 2030. Near the study area, Stetson Avenue is built as a four-lane road. Bike lanes are not observed near the study area. Sidewalks are provided on the south side of Stetson Avenue between Cawston Avenue North and Sanderson Avenue. The posted speed limit is 45 mph on Stetson Avenue near the project site.

Existing Truck Routes

Figure 3-15, *Truck Route*, shows that regional truck routes to the City of Hemet, and specifically the Project site, follow SR-74 and SR-79. Hemet has also approved several local truck routes. The designation of "Truck Route" is intended to route truck traffic on City arterials so that trucks cause the least amount of neighborhood disruption. Pursuant to Hemet Municipal Code Section 78-61, the City of Hemet designated truck routes are located on:

- Florida Avenue;
- Warren Road;
- Sanderson Avenue;
- State Street and San Jacinto Street north of Florida Avenue;
- Menlo Avenue between Sanderson Avenue and San Jacinto Street;
- Stetson Avenue between Sanderson Avenue and State Street; and
- Domenigoni Parkway.

The local truck routes that would serve the proposed Project include Sanderson Avenue, State Street, and Florida Avenue. Direct access routes to the Project site for trucks would include SR-74 to Florida Avenue and West Acacia Avenue. Another truck route would follow SR-79 to Esplanade Avenue, continue onto Warren Road, then Florida Avenue, and finally, West Acacia Avenue.

Existing Site Access

Access to the City of Hemet is provided via SR-74 and SR-79. Local access to the site is provided from West Acacia Avenue and Cawston Avenue North which runs adjacent to the Project site.

Traffic Study Area

The traffic study area below includes those intersections to which the Project would add 50 or more peak-hour trips (Appendix M). The traffic study area includes signalized intersections and two-way stop-controlled (TWSC) intersections. The following intersections were included in the analysis:

1. SR-79/SR-74 (Existing-Signal)
2. Four Seasons Blvd/SR-74 (Existing-Signal)
3. California Ave/SR-74 (Existing-Signal)
4. Warren Rd/SR-74 (Existing-Signal)
5. Acacia Ave/SR-74 (Existing-Signal)
6. Project Dwy 1/Acacia Ave (Proposed-TWSC)
7. Cawston Ave North /SR-74 (Existing-Signal)
8. Cawston Ave North /Acacia Ave (Existing-TWSC)
9. Cawston Ave North (To Be Constructed)/Acacia Ave (Proposed-TWSC)
10. Cawston Ave North (To Be Constructed)/Project Dwy 2 (Proposed-TWSC)
11. Cawston Ave North (To Be Constructed)/Project Dwy 3 (Proposed-TWSC)
12. Cawston Ave North (To Be Constructed)/Project Dwy 4 (Proposed-TWSC)
13. Sanderson Ave/SR-74 (Existing-Signal)
14. Sanderson Ave/Acacia Ave (Existing-Signal)
15. Sanderson Ave/Stetson Ave (Existing-Signal)

Existing Levels of Service

The existing LOS in the traffic study area is shown in Table 5.14-1. All LOS calculations are provided in Appendix M. Among the ten existing intersections, Intersection #1 (SR-79/SR-74) operates at an unsatisfactory LOS during the PM peak hour.

Table 5.14-1: Existing AM and PM Peak Hour Levels of Service

			AM Peak		PM Peak		LOS Standard
Intersection	Jurisdiction	Traffic Signal	Delay[1]	LOS[2]	Delay[1]	LOS[2]	
1. SR-79/SR-74	CalTrans	Signal	43.7	D	65.5	E	D
2. Four Seasons Blvd/SR-74	CalTrans/City of Hemet	Signal	4.0	A	4.7	A	D
3. California Ave/SR-74	City of Hemet	Signal	37.8	D	40.5	D	D
4. Warren Rd/SR-74	CalTrans/City of Hemet	Signal	31.3	C	32.8	C	D
5. Acacia Ave/SR-74	CalTrans/City of Hemet	TWSC	0.0	A	11.8	B	D
6. Project Dwy 1/SR-74	CalTrans/City of Hemet	N/A	-	-	-	-	D
7. Cawston Ave North /SR-74	CalTrans/City of Hemet	Signal	20.2	C	24.5	C	D
8. Cawston Ave North /Acacia Ave	City of Hemet	TWSC	10.0	A	11.0	B	D
9. Cawston Ave (To Be Constructed)/Acacia Ave	City of Hemet	N/A	-	-	-	-	D
10. Cawston Ave (To Be Constructed)/Project Dwy 2	City of Hemet	N/A	-	-	-	-	D
11. Cawston Ave (To Be Constructed)/Project Dwy 3	City of Hemet	N/A	-	-	-	-	D
12. Cawston Ave (To Be Constructed)/Project Dwy 4	City of Hemet	N/A	-	-	-	-	D
13. Sanderson Ave/SR-74	CalTrans/City of Hemet	Signal	33.7	C	35.7	D	F
14. Sanderson Ave/Acacia Ave	City of Hemet	Signal	22.8	C	24.6	C	D
15. Sanderson Ave/Stetson Ave	City of Hemet	Signal	44.3	D	43.7	D	D

Source: EPD Solutions, 2025 (Appendix M)
TWSC = Two-Way Stop Control
Unsatisfactory Level of Service
[1]Delay in Seconds
[2]Level of Service

Existing Transit Service

Existing transit and public transportation services in the City of Hemet is provided by Riverside Transit Agency (RTA). RTA routes currently use the Hemet Valley Mall, located near the intersection of Florida Avenue and Kirby Street, as a hub for all routes serving Hemet and for routes connecting to regional destinations. The

closest bus route is along Florida Avenue, which is served by Route 28 with stops along Florida Avenue from the Perris Station Transit Center to Valle Vista Library. The closest bus stop to the Project site is located approximately 0.25 miles northwest at the intersection of Florida Avenue and Acacia Avenue and Florida Avenue and Cawston Avenue North.

Existing Bicycle and Pedestrian Facilities

The City's current bikeway circulation includes Class I bike paths (off-road), Class II bike lanes (on-road, two-way, and one-way striped lanes), and Class III (on-road, designated shared use) bike routes. Although there are no observed bike lanes in the Project area, Acacia Avenue has Class II bicycle lanes in both directions and so does Cawston Avenue North.

The existing pedestrian network within the City comprises street sidewalks, paseos in larger scale developments or along portions of Florida and Sanderson Avenues, and regional trails that may be shared with bicyclists or equestrians. As defined by the City's General Plan, Class I bike routes provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians, Class II bike routes provide a striped lane for one-way bike travel on the street only, and Class III bike routes provide for shared use with pedestrians or motor-vehicle traffic. Sidewalks currently exist on Cawston Avenue North and Acacia Avenue except for the area adjacent to the Project site.

Existing Vehicle Miles Traveled

The WRCOG completed an SB 743 Implementation Pathway Study in 2019 to assist their member organizations with answering important implementation questions about the methodology, thresholds, and mitigation approaches for VMT impact analysis. The City of Hemet is one of several WRCOG member organizations. The City of Hemet selected VMT thresholds of significance based on guidance/substantial evidence prepared in the WRCOG and City of Hemet Implementation Studies. The Riverside County Transportation Model (RIVCOM) identifies a baseline VMT per service population value, which calculates the number of daily vehicle miles traveled by each member of the "service population," which includes area employees and residents. The Citywide VMT/Service Population is 24.5 and the VMT/Service Population for the Project traffic analysis zone (TAZ 689) is 3.847 (Appendix L).

5.14.4 AREAS OF PUBLIC CONCERN

During the Notice of Preparation (NOP) and Initial Study public review period, comments were received from agencies, organizations, and members of the public regarding potential environmental effects associated with the proposed Project related to transportation. The comments reflected concerns regarding the following topics:

- Concern regarding increases in Project-related truck and passenger vehicle traffic and the potential for associated congestion on local roadways and regional transportation facilities.
- Concern regarding the ability of existing roadway infrastructure to accommodate future truck traffic associated with warehouse and logistics operations, including concerns related to roadway deterioration and maintenance.
- Concern regarding traffic safety impacts associated with heavy-duty truck traffic, particularly with respect to passenger vehicles, bicyclists, motorcyclists, pedestrians, residential neighborhoods, and school areas.
- Concern regarding potential traffic and public safety impacts to regional freeway facilities, including freeway ramps and truck routes connecting the Project site to the regional freeway network.

- Concern regarding the geographic scope of the traffic analysis, including whether the analysis will adequately evaluate regional truck routes and off-site transportation impacts beyond the City of Hemet and San Jacinto Valley.
- Concern regarding existing traffic congestion and roadway conditions within the City of Hemet and the potential for Project traffic to exacerbate existing circulation and roadway condition issues.
- Concern regarding responsibility for roadway improvements, maintenance, and repair costs associated with increased heavy truck traffic generated by the Project.
- Concern regarding the adequacy of proposed traffic mitigation measures and recommendations related to roadway operations, level of service, circulation, and public safety.

These comments were reviewed and considered during preparation of this Draft EIR. The issues raised by agencies, organizations, and members of the public are addressed through the analysis presented in this section and informed by the relevant technical studies and supporting documentation prepared for the proposed Project.

Where applicable, the analysis in this section:

- Evaluates the potential for the Project to result in the environmental effects identified in public comments.
- Incorporates standard regulatory requirements, design features, and/or mitigation measures intended to reduce potential impacts, and
- Provides additional explanation regarding the basis for impact determinations in response to issues raised during the public review process.

It is important to note that while all comments received during the public review process were reviewed and considered, the determination of significance under CEQA is based on substantial evidence in the record, including technical studies, applicable thresholds of significance, and regulatory requirements. In certain instances, concerns raised during public review reflect issues that are broader policy considerations or site-specific preferences; however, this Draft EIR focuses on impacts to the physical environment as defined under CEQA Guidelines Section 15382.

5.14.1 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a Project could have a significant effect if it were to:

TRA-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

TRA-2 Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).

TRA-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

TRA-4 Result in inadequate emergency access.

Vehicle Miles Traveled Significance Criteria

State CEQA Guidelines Section 15064.3(b)(1) provides for land use projects:

> VMT traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within 0.5 miles of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation

impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

The City of Hemet's *Traffic Impact Analysis Guidelines for CEQA & VMT* were updated in May 2021 and contain the following screening thresholds to assess whether further VMT analysis is required. If the project meets any of the following screening thresholds, then the VMT impact of the project is considered less than significant and further VMT analysis is not required.

1. **Screening Criteria 1 - Transit Priority Area (TPA) Screening:** Per the City's guidelines, projects located in a TPA may be presumed to have a less than significant impact. The project is not located in the TPA.
1. **Screening Criteria 2 - Low VMT Area Screening:** The City's guidelines include a screening threshold for projects located in a low VMT generating area. Low VMT generating area is defined as traffic analysis zones (TAZs) with a total daily VMT/Service Population (employment plus population) that is less than the baseline level for the city.
2. **Screening Criteria 3 - Low Project Type:** Per the City's guidelines, projects that propose local serving retail (retail projects less than 50,000 square feet) or other local serving uses would have a less than significant impact on VMT. The types of projects considered local serving include K-12 schools, local parks, daycare centers, gas stations, banks, hair/nail salons, walk-in medical clinics/urgent care, and community institutions such as libraries, fire stations, etc.
3. **Screening Criteria 4 - Generating less than 500 daily vehicle trips:** Per the City's guidelines, projects that generate less than 500 daily vehicle trips would have a less than significant impact on VMT.

As stated in the City's Transportation Impact Analysis Guidelines, the City of Hemet selected VMT thresholds of significance based on guidance/substantial evidence prepared in the WRCOG and City of Hemet Implementation Studies. A project would result in a significant project-generated VMT impact if either of the following conditions is satisfied:

4. The baseline project-generated VMT per service population exceeds the City of Hemet baseline VMT per service population; or
5. The cumulative project-generated VMT per service population exceeds the City of Hemet baseline VMT per service population.

The Project's effect on VMT would be considered significant if it resulted in either of the following conditions to be satisfied:

1. The baseline link-level Citywide boundary VMT per service population increases under the plus project condition compared to the no project condition; or
2. The cumulative link-level Citywide boundary VMT per service population increases under the plus project condition compared to the no project condition.

5.14.2 METHODOLOGY

As outlined in State CEQA Guidelines Section 15064.3, except as provided for roadway capacity transportation projects, a project's effect on automobile delay shall not constitute a significant environmental impact. Therefore, the information provided related to the level of service (LOS) is provided for informational purposes only and to demonstrate consistency with General Plan policies and is not provided to analyze potentially significant CEQA impacts from the Project.

Project Trip Distribution Methodology

Trips generated by the proposed Project have been estimated based on trip generation rates provided by the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition* (2021).

Volume Forecast Methodology

Forecast traffic volumes for the 2025 Opening Year conditions were developed by applying a growth rate of 2 percent per year to the 2025 traffic volumes and adding traffic from nearby cumulative development projects (approved and not yet built and those under review). Cumulative projects were provided by the City of Hemet.

Intersection Operation Methodology

Intersection operations are evaluated using LOS, which measures the delay experienced by drivers on a roadway facility. LOS A indicates free-flow traffic conditions and represents generally the best operating conditions. LOS F indicates extremely congested conditions and represents the worst operating conditions from the driver's perspective. In this report, LOS at signalized and unsignalized intersections is calculated using the Highway Capacity Manual (HCM), 7th Edition methodology.

LOS at signalized intersections is defined in terms of the weighted average control delay for the intersection. Control delay is a measure of the increase in travel time that is experienced due to traffic signal control and is expressed in terms of average control delay per vehicle (in seconds). Control delay is determined based on the intersection geometry and volume, signal cycle length, phasing, and coordination along the arterial corridor. Table 5.14-2 shows the relationship between control delay and LOS.

Table 5.14-2: Relationship Between Control Delay and LOS at Signalized Intersections

LOS	Delay (Seconds per Vehicle)
A	≤ 10
B	>10 – 20
C	>20 – 35
D	>35 – 55
E	>55 – 80
F	>80

Unsignalized intersections are categorized as either all-way stop control (AWSC) or two-way stop control (TWSC). LOS at AWSC intersections is determined by the weighted average control delay of the overall intersection. The HCM TWSC intersection methodology calculates LOS based on the delay experienced by drivers on the minor (stop-controlled) approaches to the intersection. For TWSC intersections, LOS is determined for each minor street movement, as well as the major street left-turns. The relationship between delay and LOS at unsignalized intersections is shown in Table 5.14-3 below.

Table 5.14-3: Relationship Between Delay and LOS at Unsignalized Intersections

LOS	Delay (Seconds)
A	0-10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F	>50

5.14.3 ENVIRONMENTAL IMPACTS

IMPACT TRA-1: WOULD THE PROJECT CONFLICT WITH A PROGRAM, PLAN, ORDINANCE, OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE, AND PEDESTRIAN FACILITIES?

Less than Significant Impact.

Roadway Facilities: Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways currently serving the Project vicinity, as envisioned by the General Plan Circulation Element. As discussed in Section 3.0, *Project Description*, access to the Project site would be provided from four driveways, one automobile driveway along Acacia Avenue, three designated truck driveways along Sanderson Avenue (previously discussed), and emergency vehicle access would be made via all driveways.

A Traffic Impact Analysis (TIA) was prepared for the proposed Project by EPD Solutions in December 2024 (Appendix M). The CEQA significance thresholds for transportation and traffic impacts have shifted in recent years. In the past, the analysis focused on the Level of Service (LOS), which measured congestion at local intersections and roadway segments. The emphasis of these past studies was to ensure that the street grid network functioned well and allowed for the efficient movement of vehicles. The current focus is to encourage active transportation (e.g., pedestrians, bicyclists, etc.) and transit, and to limit increases in VMT. An essential part of this analysis is to determine if a proposed action is consistent with both the vehicular and non-vehicular aspects of the Circulation Element of the General Plan.

Operations

The trip generation for the proposed Project was analyzed following the TUMF High-Cube Warehouse Trip Generation Study (WSP, 2019). In addition, the trip generation is broken out by vehicle type, and passenger car equivalent (PCE) factors are applied to the truck trips to determine the PCE trip generation. Passenger car equivalent factors account for the additional roadway capacity that trucks utilize due to their larger size, slower acceleration, and reduced maneuverability compared to passenger cars. As shown below in Table 5.14-4, the proposed Project is estimated to generate approximately 2,428 daily trips, 139 AM (107 inbound and 32 outbound), and 188 PM (53 inbound and 135 outbound) peak hour trips. In terms of PCE, the proposed Project is estimated to generate approximately 3,023 daily PCE trips, 177 AM (137 inbound and 40 outbound), and 228 PM (64 inbound and 164 outbound) peak-hour PCE trips.

Table 5.14-4: Proposed Project Trip Generation

			AM Peak Hour			PM Peak Hour		
Land Use	**Units**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Trip Rates								
TUMF Fulfillment Center Rates[1]	TSF	2.129	0.094	0.028	0.122	0.046	0.119	0.165
Passenger Vehicles	TSF	1.750	0.006	0.002	0.008	0.003	0.008	0.011
2-4 Axle Trucks	TSF	0.162	0.006	0.002	0.008	0.003	0.008	0.011
5-Axle Trucks	TSF	0.217	0.008	0.003	0.011	0.003	0.007	0.010

					AM Peak Hour			PM Peak Hour		
Land Use			**Units**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Total Vehicle Trip Generation										
Hemet 63 Warehouse		1,140.401	TSF	2,428	107	32	139	53	135	188
Vehicle Mix[1]	***% Daily***	***% AM***	***% PM***							
Passenger Vehicles	82.20%	84.40%	87.30%	2,058	90	27	117	46	118	164
2-Axle Trucks	3.80%	1.100%	1.10%	59	1	0	1	1	1	2
3-Axle Trucks	2.50%	2.20%	2.20%	57	2	1	3	1	3	4
4-Axle Trucks	1.30%	3.30%	3.30%	56	4	1	5	2	4	6
5+-Axle Trucks	10.20%	9.00%	6.10%	198	10	3	13	3	8	11
	100.00%	100.00%	100.00%	2,428	107	32	139	53	135	188
PCE Trip Generation[2]			***PCE Factor***							
Passenger Vehicles			1.0	2,058	90	27	117	46	118	164
2-Axle Trucks			1.5	89	2	0	2	1	2	3
3-Axle Trucks			2.0	114	5	1	6	2	6	8
4-Axle Trucks			3.0	168	11	3	14	5	13	18
5+-Axle Trucks			3.0	594	29	9	38	10	25	35
Total PCE Trip Generation				3,023	137	40	177	64	164	228

TSF = Thousand Square Feet
PCE = Passenger Car Equivalent
[1] Trip rates and truck percentages from the TUMF High-Cube Warehouse Trip Generation Study, WSP, January 29, 2019.
[2] Passenger Car Equivalent (PCE) factors from County of Riverside Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled, dated December 2020.

As discussed previously, the information provided related to LOS is provided for informational purposes only and to demonstrate consistency with General Plan policies and is not provided to analyze potentially significant CEQA impacts from the proposed Project. The City of Hemet General Plan established a LOS policy standard within the City. According to Circulation Element Policy C-1.3, *Traffic Flow*, the LOS standard for the City is to maintain LOS C or better for roadway segment operations and LOS D or better for peak-hour intersection movements. Although LOS congestion is no longer a CEQA significance threshold, the City uses LOS analyses to identify specific improvements that individual projects need to install or contribute to as part of maintaining and improving the overall network (e.g., road improvements may include sidewalks, bicycle lanes, or transit stop /shelters that will enhance the non-vehicular circulation network as well). Therefore, as previously stated, the following is presented from the Traffic Impact Analysis (TIA) for informational purposes only.

To provide a consistent analysis between the proposed Project and applicable City policies addressing the circulation system, the TIA prepared for the proposed Project estimated the proposed Project's traffic trip generation rates and analyzed the proposed Project's anticipated trip generation rates for the existing condition, opening year (2025) Project completion condition, and opening year (2025) cumulative condition.

As shown below in Table 5.14-5, among the study area intersections, Intersection #1 SR-79/SR-74 would operate at an unsatisfactory LOS during both the AM and PM peak hours for the opening year 2025 Project completion condition. Consequently, the proposed Project's LOS levels at the respective intersections would exceed the City's LOS standard.

Table 5.14-5: Project Completion (2025) Condition AM and PM Peak Hour Level of Service

			AM Peak		PM Peak		LOS Standard
Intersection	Jurisdiction	Traffic Signal	Delay[1]	LOS[2]	Delay[1]	LOS[2]	
1. SR-79/SR-74	CalTrans	Signal	53.9	D	73.2	E	D
2. Four Seasons Blvd/SR-74	CalTrans/City of Hemet	Signal	4.0	A	4.8	A	D
3. California Ave/SR-74	City of Hemet	Signal	37.0	D	41.5	D	D
4. Warren Rd/SR-74	CalTrans/City of Hemet	Signal	31.0	C	34.2	C	D
5. Acacia Ave/SR-74	CalTrans/City of Hemet	TWSC	10.8	B	12.2	B	D
6. Project Dwy 1/SR-74	CalTrans/City of Hemet	TWSC	9.9	A	10.4	B	D
7. Cawston Ave North/SR-74	CalTrans/City of Hemet	Signal	21.0	C	25.7	C	D
8. Cawston Ave North/Acacia Ave	City of Hemet	TWSC	11.0	B	13.4	B	D
9. Cawston Ave (To Be Constructed)/Acacia Ave	City of Hemet	TWSC	11.4	B	12.3	B	D
10. Cawston Ave (To Be Constructed)/Project Dwy 2	City of Hemet	TWSC	9.0	A	9.0	A	D
11. Cawston Ave (To Be Constructed)/Project Dwy 3	City of Hemet	TWSC	8.8	A	8.9	A	D
12. Cawston Ave (To Be Constructed)/Project Dwy 4	City of Hemet	TWSC	8.5	A	8.6	A	D
13. Sanderson Ave/SR-74	CalTrans/City of Hemet	Signal	34.5	C	39.4	D	F
14. Sanderson Ave/Acacia Ave	City of Hemet	Signal	24.2	C	27.0	C	D
15. Sanderson Ave/Stetson Ave	City of Hemet	Signal	46.5	D	42.1	D	D

Source: EPD Solutions, 2025 (Appendix M)
TWSC = Two-Way Stop Control
Unsatisfactory Level of Service
[1]Delay in Seconds
[2]Level of Service

As shown below in Table 5.14-6, among the study area intersections, Intersection #1 (SR-79/SR-74), Intersection #3 (California Ave/SR-74), Intersection #4 (Warren Rd/SR-74), and Intersection #15 (Sanderson Ave/Stetson Ave) would operate at an unsatisfactory LOS during both the AM and PM peak hours for the opening year (2025) cumulative condition. Consequently, the proposed Project's LOS levels at the respective intersections would exceed the City's LOS standard.

Table 5.14-6: Cumulative (2025) Condition AM and PM Peak Hour Level of Service

			AM Peak		PM Peak		LOS Standard
Intersection	Jurisdiction	Traffic Signal	Delay[1]	LOS[2]	Delay[1]	LOS[2]	
1. SR-79/SR-74	CalTrans	Signal	183.7	F	243.8	F	D
2. Four Seasons Blvd/SR-74	CalTrans/City of Hemet	Signal	4.7	A	7.0	A	D
3. California Ave/SR-74	City of Hemet	Signal	97.8	F	107.0	F	D
4. Warren Rd/SR-74	CalTrans/City of Hemet	Signal	65	E	89.6	F	D
5. Acacia Ave/SR-74	CalTrans/City of Hemet	TWSC	14.8	B	20.0	C	D
6. Project Dwy 1/SR-74	CalTrans/City of Hemet	N/A	9.9	A	10.4	B	D
7. Cawston Ave North/SR-74	CalTrans/City of Hemet	Signal	26.7	C	50.3	D	D
8. Cawston Ave North/Acacia Ave	City of Hemet	TWSC	11.0	B	13.4	B	D
9. Cawston Ave (To Be Constructed)/Acacia Ave	City of Hemet	N/A	11.4	B	12.3	B	D
10. Cawston Ave (To Be Constructed)/Project Dwy 2	City of Hemet	N/A	9.0	A	9.0	A	D
11. Cawston Ave (To Be Constructed)/Project Dwy 3	City of Hemet	N/A	8.8	A	8.9	A	D
12. Cawston Ave (To Be Constructed)/Project Dwy 4	City of Hemet	N/A	8.5	A	8.6	A	D
13. Sanderson Ave/SR-74	CalTrans/City of Hemet	Signal	94.8	F	191.7	F	F
14. Sanderson Ave/Acacia Ave	City of Hemet	Signal	32.0	C	46.5	D	D
15. Sanderson Ave/Stetson Ave	City of Hemet	Signal	72.7	E	91.8	F	D

Source: EPD Solutions, 2025 (Appendix M)
TWSC = Two-Way Stop Control
Unsatisfactory Level of Service
[1]Delay in Seconds
[2]Level of Service

As included in the Project's TIA (Appendix M), the following recommendations will be required to be implemented to achieve a satisfactory intersection of LOS D or better to achieve consistency with the General Plan:

Recommended Improvements to Achieve Satisfactory LOS:

- Intersection #1. SR-79/SR-74 (Project Completion and Cumulative Conditions):
    - Project Completion:

    - Widen and restripe the northbound approach on SR-79 to create an exclusive left-turn lane, a through lane, and a right-turn lane with overlap phasing and prohibit the westbound U-turn.

  - Cumulative Conditions:

    - Widen and restripe the northbound approach on SR-79 to create an exclusive left-turn lane, a through lane, and a right-turn lane with overlap phasing and prohibit the westbound U-turn.
    - Restripe the eastbound approach on SR-74 to create an exclusive left-turn lane, two through lanes, and a shared through-right-turn lane. Widen the westbound leg to add a receiving lane.
    - Widen and restripe the westbound approach on SR-74 to create two exclusive left-turn lanes, a through lane and a shared through-right-turn lane. Remove the curb bulb out on the northbound receiving leg.

- Intersection #3. California Ave/SR-74 (Cumulative Conditions):

  - Widen and restripe the southbound approach on California Avenue to create an exclusive left-turn lane, two right-turn lanes with overlap phasing, and prohibit the eastbound U-turn.

- Intersection #4. Warren Rd/SR-74 (Cumulative Conditions):

  - Adjust the phasing of the northbound and southbound approaches on Warren Rd and westbound and eastbound approaches on SR-74 from protected to protected-permissive left-turn phasing.

No feasible improvements would result in the following intersections operating with satisfactory LOS besides expanding Stetson Avenue to the ultimate configuration as identified in the General Plan:

- Intersection #15. Sanderson Ave/Stetson Ave (Cumulative Conditions):

  - As previously discussed in Section 2.4, the City has recognized that certain segments and intersections would exceed Level of Service "D" as early as 1992 during a comprehensive General Plan update. These segments included portions of Florida Avenue, Stetson Avenue, and Sanderson Avenue. Measure C incorporated these problematic roads in the measure language, and portions of Florida, Sanderson and Stetson do not need to comply with Measure C's standard. The land uses and circulation system in this General Plan have resolved the service level problems identified for Stetson Avenue.
  - Therefore, consistent with the City's General Plan, no further improvements for the intersection of Sanderson Avenue and Stetson Avenue are recommended.

Recommended fair share percentages for recommended improvements:

- Intersection #1- SR-79/SR-74: 3.99%
- Intersection #3- California Ave/SR-74: 4.11%
- Intersection #4- Warren Rd/SR-74: 4.20%
- Intersection #7- Cawston Ave North/SR-74: 4.43%
- Intersection #15- Sanderson Ave/Stetson Ave: 4.05%

These five (5) fair share improvements would be incorporated as Conditions of Approval for the Project and are not identified as CEQA mitigation measures, as vehicle level of service (LOS) is no longer a transportation impact threshold under CEQA pursuant to Senate Bill 743 and CEQA Guidelines Section 15064.3. Indicated recommendations shall be implemented before the proposed Project is operational. As these recommended improvements are related to restriping and phasing to existing streets, none would result in any direct or

indirect environmental impacts outside of those discussed throughout this Draft EIR. Therefore, the proposed Project would not result in vehicle trips that could conflict with a program, plan, or policy addressing the circulation system, and impacts would be less than significant.

Construction

Construction of the proposed Project is anticipated to occur over a 14-month period. Construction-related trips generated daily throughout various construction activities would be derived from construction workers and delivery of materials. It is anticipated Project construction would generate haul trips distributed throughout the day. During construction, there would also be passenger car construction trips associated with crew arrivals and departures. The weekday a.m. peak period is 7:00 a.m. to 9:00 a.m., and the weekday p.m. peak period is 4:00 p.m. to 6:00 p.m. It is anticipated many construction crews would arrive and depart outside the peak hours, while delivery trucks would arrive and depart throughout the day. As detailed in Section, 3.0, *Project Description*, Project grading is expected to result in a net import of 91,121 cubic yards (CY) of soil. Construction activities would occur over one phase; all buildings would be constructed simultaneously and include site preparation, grading, building construction, paving, and architectural coatings. As shown on Table 5.14-7, the building construction phase of construction would generate the most vehicular trips per day from approximately 475 workers and 185 vendors per day, which would result in a total of 660 daily trips.

Table 5.14-7: Daily Construction Vehicle Trips

Construction Activity	Worker Trips Per Day	Vendor Trips Per Day	Hauling Trips Per Day
Site Preparation	17.5	-	-
Grading	20.0	-	325.0
Building Construction	475.0	185.0	-
Paving	15.0	-	-
Architectural Coating	94.9	-	-

Source: Air Quality Impact Analysis (CalEEMod) (Appendix B)

All construction equipment, including construction worker vehicles, would be staged on the Project site for the duration of the construction period. In addition, as part of the grading plan and building plan review processes, the City permits would require appropriate measures to facilitate the passage of people and vehicles through and/or around any required road closures (as applicable). In addition, the proposed Project would implement the City of Hemet General Plan Goals and Policies C-1, C-1.1, C-1.2, C-1.3, C-1.4, C-1.5, C-1.6, C-1.6, C-1.8, C-1.9, C-1.10, C-1.11, C-1.12, C-1.15 C-1.17, C-1.18, C-1.19, C-2.4, C-3.3, C-5, C-5.1, C-5.2, C-5.3, C-5.4, C-5.5, C-5.6, and C-5.7 as listed in the Circulation Element. Therefore, construction impacts related to conflict with an applicable plan, ordinance, or policy establishing effectiveness measures for the circulation system's performance would be less than significant.

Transit: As described previously, RTA operates public transit for the City of Hemet. Within Route 28, the closest bus stop to the Project site is located approximately 0.1 mile to the north at the intersection of Acacia Avenue and SR-79. Approximately 0.58 miles east of the Project site is an additional bus stop within Route 74 and 79, located on Sanderson Avenue between SR-79 and Acacia Avenue. The existing transit services would continue to serve their ridership in the area and may also serve employees of the Project. The Project would include the construction of new sidewalks on all Project frontages, as shown in Figure 3-8, *Conceptual Site Plan*, which would provide additional pedestrian access to the bus stop. The proposed Project would not alter or conflict with existing transit stops and schedules, and impacts related to transit services would not occur.

Bicycle Facilities: As detailed previously; despite having a Class II bike lane designation, no bicycle lanes currently exist on Acacia Avenue. Implementation of the proposed Project would include roadway improvements on Acacia Avenue, including restriping along the Project frontages. Therefore, the proposed Project would improve the City's bicycle network. The proposed Project would not conflict with the existing or planned bike lanes. Thus, impacts related to bicycle facilities would not occur.

Pedestrian Facilities: As detailed previously, sidewalks exist on Cawston Avenue North and Acacia Avenue, except for the area adjacent to the Project site. The proposed Project would include the buildout of Cawston Avenue North, south of Acacia Avenue, and the construction and improvements of sidewalks along the Project's frontage on West Acacia Avenue and Cawston Avenue North (PDF TR-1). The Project would implement road improvements of streetlights, curbs, gutters, sidewalks, and landscape along Cawston Avenue North and West Acacia Avenue. Therefore, the Project would improve the City's pedestrian network. The Project would not conflict with pedestrian facilities but would instead provide additional facilities. Thus, impacts related to pedestrian facilities would not occur.

Truck Route Facilities: As detailed previously, the City of Hemet General Plan Circulation Element designates truck routes and provides street standards within the City of Hemet. The existing truck routes currently serving the Project vicinity include regional routes following SR 74 and SR 79. Direct access routes to the Project site for trucks would include SR-74 to Florida Avenue and West Acacia Avenue. Another truck route follows SR-79 to Esplanade Avenue, continues onto Warren Road, then Florida Avenue, and finally West Acacia Avenue. Proposed truck circulation to and from the Project site is shown in Figure 3-15, *Truck Route*. As discussed in Section 3.0, *Project Description*, the Project would include four new driveways: one on West Acacia Avenue and three on Cawston Avenue North. No aspect of the proposed Project would require changing the truck route network. Therefore, the Proposed Project is consistent with the truck routes identified in the City's General Plan Circulation Element. Thus, impacts related to truck route facilities would not occur.

IMPACT TRA-2: WOULD THE PROJECT CONFLICT OR BE INCONSISTENT WITH CEQA GUIDELINES § 15064.3, SUBDIVISION (B)?

Less than Significant Impact.

As described previously, State CEQA Guidelines Section 15064.3(b) focuses on determining the significance of VMT-related transportation impacts. As detailed previously, the City of Hemet *Traffic Impact Analysis Guidelines for CEQA & VMT* (May 2021) contains the following screening thresholds to assess whether a project has the potential to result in an impact, and further VMT analysis is required. For the following types of projects, VMT impacts would be considered less than significant, and further VMT analysis is not required:

1. Projects located within a TPA;
2. Projects within a low VMT screening area;
3. Local serving land use projects; or
4. Projects generating less than 500 daily vehicle trips.

The applicability of each screening criterion in comparison to the proposed Project is discussed below.

Screening Criteria 1 - TPA Screening: According to the City's guidelines, projects located in a TPA may be presumed to have a less than significant impact. The Project site is not located in a TPA; therefore, the Project *would not* satisfy the requirements of Screening Criteria 1, *TPA Screening*.

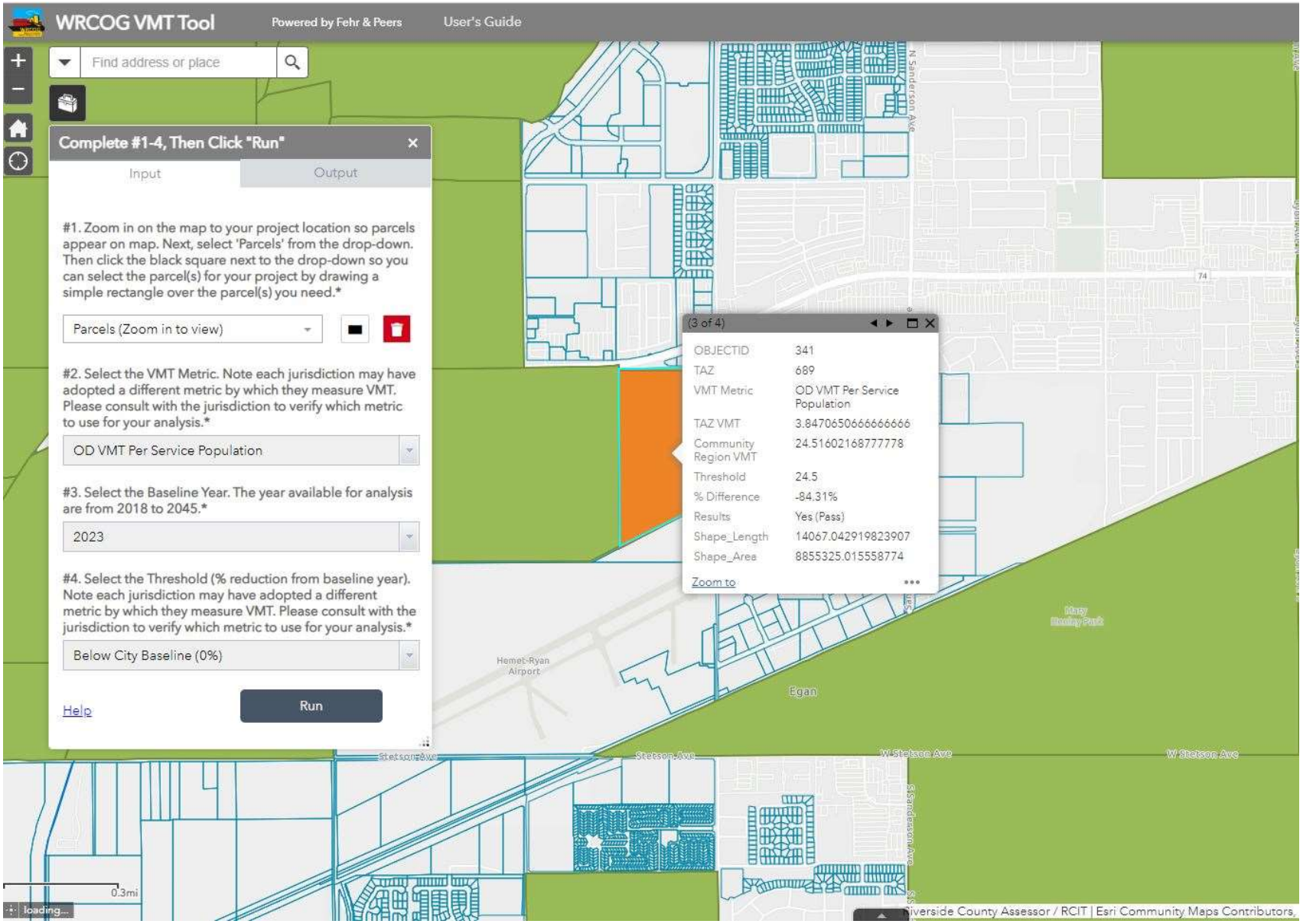
Screening Criteria 2 - Low VMT Area Screening: The City's guidelines include a screening threshold for projects in a low VMT generating area. Low VMT generating areas are defined as traffic analysis zones (TAZs) with a total daily VMT/Service Population (employment plus population) that is less than the baseline level for the city. The project's site was evaluated using the WRCOG VMT Tool. Figure 5.14-1 shows that the Citywide VMT/Service Population is 24.5, and the VMT/Service Population for the project zone (TAZ

689) is 3.847. The VMT/Service Population of the project zone is 84.31% below the jurisdiction VMT. Therefore, the Project *would* meet Screening Criteria 2, *Low-VMT Area Screening*.

Screening Criteria 3 – Low Project Type: According to the City's guidelines, projects that propose local serving retail (retail projects less than 50,000 square feet) or other local serving uses would have a less than significant impact on VMT. The types of projects considered local serving include supermarkets, hair/nail salons, walk-in medical clinics/urgent care, K-12 schools, daycare centers, and community institutions such as libraries, fire stations, etc. The proposed Project does not consist of local serving land use. Therefore, it *would not* satisfy the requirements for Screening Criteria 3, *Low Project Type*.

Screening Criteria 4 – Generating Less Than 500 Daily Vehicle Trips: According to the City's guidelines, projects that would generate fewer than 500 ADT would not cause a substantial increase in the total citywide or regional VMT. As shown in Table 5.14-4, the Project would increase 2,428 daily trips, which is more than 500 daily vehicle trips it *would not* satisfy the requirements for Screening Criteria 4, *Generating Less Than 500 Daily Vehicle Trips*.

As detailed above, the proposed Project would not meet Screening Criteria 1, 3, and 4 but satisfies Screening Criteria 2. Therefore, the Project's impact on VMT would be considered less than significant, and an analysis of VMT is not required.



Hemet Logistics West
City of Hemet

Figure 5.14-1

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IMPACT TRA-3: WOULD THE PROJECT SUBSTANTIALLY INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?

Less than Significant Impact.

As stated in Section 3.0, *Project Description*, the applicant proposes a zone change for the site's northern portion, shifting its zoning designation from General Commercial (C-2) to Business Park (B-P). The southern portion of the site, already zoned B-P, would remain unchanged. The zone change would also necessitate a General Plan Amendment (GPA) to the City of Hemet General Plan Land Use Map to re-designate the existing land use in the northern portion of the project site from Community Commercial (C-C) to B-P. The proposed zone change and GPA aims to create a uniform zoning and land use designation across the entire Project site, addressing the current split zoning of the parcel. However, no proposed uses or equipment would be incompatible.

Construction

The Project proposes the development of the site in one phase, lasting approximately 14 months. During construction, construction vehicles, haul trucks, and vendor trucks would be staged on the portion of the Project site under construction for the duration of the construction period. As part of the grading plan and building plan review processes, City permits would require appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures and measures to properly route heavy-duty construction vehicles entering and leaving the site (as applicable). As a result, impacts related to vehicular circulation design features and incompatible uses during the construction of the proposed Project would be less than significant.

Operation

As stated in Section 3.0, *Project Description*, access to the proposed Project would be provided via four new driveways: one on West Acacia Avenue and three from the buildout of Cawston Avenue North. The driveway from West Acacia Avenue would be 26-feet-wide and limited to passenger vehicles only. The northernmost driveway from Cawston Avenue North would be 40-feet-wide and two inches, while the southern driveways would be 40-feet-wide. The three driveways from Cawston Avenue North would provide access for trucks and passenger vehicles. The Project would also include a 26-foot-wide fire access lane that would circulate throughout the site for emergency vehicle access. Internal circulation would be available through several drive aisles between and around buildings. Access to trailer stalls and loading dock areas would be controlled using 8-foot-tall vehicular rolling gates with a Knox padlock that would be manually operated.

Additionally, the proposed Project would include the buildout of Cawston Avenue, south of Acacia Avenue, and the construction and improvements of sidewalks along the Project's frontage on West Acacia Avenue and Cawston Avenue (PDF TR-1). The proposed Project also includes a right-of-way dedication of 5 feet along the buildout of Cawston Avenue and a 47-foot right-of-way (ROW) dedication along West Acacia Avenue. The Project would implement road improvements of streetlights, curbs, gutters, sidewalks, and landscape along Cawston Avenue and West Acacia Avenue. The proposed Project's on-site and ROW enhancements would be implemented in conjunction with detailed construction plans with the implementation of the proposed Project.

As included in the Project's TIA (Appendix M), a queuing analysis was conducted to evaluate potential vehicle storage deficiencies and operational conditions at study intersections under Project Completion and Cumulative Conditions. The analysis identified potential queueing deficiencies for the northbound left-turn lane and southbound left-turn lane at Intersection #7 (Cawston Avenue/SR-74) under Cumulative Conditions. To ensure satisfactory queueing operations and maintain safe vehicle circulation, the following improvement is recommended:

- Intersection #7. Cawston Ave/SR-74 (Cumulative Conditions):
    - Restripe the northbound approach on Cawston Avenue to create an exclusive left-turn lane (with no taper to merge into the two-way left-turn lane on Cawston Avenue), a shared left-turn and through lane, and a shared right-turn and through lane with split phasing for both the northbound and southbound approaches.

As identified in Appendix M, the recommended improvement would provide adequate vehicle storage and satisfactory queueing operations at the intersection. Specifically, the additional 160 feet of storage associated with the two-way left-turn lane, combined with the existing 65-foot left-turn pocket, would accommodate the projected northbound left-turn queue length. Similarly, the additional 40 feet of storage, together with the existing 120-foot southbound left-turn pocket, would accommodate the projected southbound queue length under Cumulative Conditions.

In addition, the following operational improvement is recommended to maintain safe access and circulation between the adjacent driveways and the two-way left-turn lane along Cawston Avenue:

- Extend the existing "Keep Clear" striping and signage located approximately 140 feet south of the intersection along both sides of Cawston Avenue.

The Project's fair-share contribution toward the recommended improvements at Intersection #7 (Cawston Avenue/SR-74) would be 4.43 percent. These recommended improvements would be incorporated as Conditions of Approval for the propsoed Project and are not identified as CEQA mitigation measures, as vehicle queueing and level of service (LOS) are no longer transportation impact thresholds under CEQA pursuant to Senate Bill 743 and CEQA Guidelines Section 15064.3. The recommended improvements are intended to maintain satisfactory traffic operations, circulation, and site access. In addition, the improvements primarily involve restriping, signage, and operational modifications to existing roadway facilities and would not result in any direct or indirect environmental impacts beyond those evaluated throughout this Draft EIR.

Furthermore, trucks accessing and leaving from the Project site would be routed away from roadways with significant passenger vehicle usage. Trucks would be required to utilize existing City-designated truck routes to access SR 79 and SR 74, pursuant to the City of Hemet Circulation Element and Section 78-61 of the Hemet Municipal Code, limiting potential safety conflicts between passenger vehicles and trucks. Direct access routes to the Project site for trucks would include SR-74 to Florida Avenue and then West Acacia Avenue. Another truck route would follow SR-79 to Esplanade Avenue, continues onto Warren Road, then Florida Avenue, and finally West Acacia Avenue. Proposed truck circulation to and from the Project site is shown in Figure 3-15, *Truck Route*.

On-site traffic signing and striping would also be implemented in conjunction with detailed construction plans with the implementation of the Project. Additionally, the sight distance at the Project's access points would be reviewed to City standards at the time of final grading, landscape, and street improvement plan reviews. Project frontage improvements and site access points would be constructed to be consistent with the identified roadway classifications and respective cross-sections per the Hemet General Plan Circulation Element. Compliance with existing regulations would be ensured through the City's construction permitting process. Therefore, the proposed Project would not substantially increase hazards due to a geometric design feature or incompatible uses, and impacts would be less than significant.

IMPACT TRA-4: WOULD THE PROJECT RESULT IN INADEQUATE EMERGENCY ACCESS?

Less than Significant Impact.

Construction

The roadway improvements and installation of driveways implemented during the construction of the proposed Project could require the temporary closure of travel lanes. Still, full roadway closure and traffic detours are not expected to be necessary. Also, construction activities would be required to implement measures to facilitate the passage of people and vehicles through/around any required temporary road restrictions and ensure the safety of passage under Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), which would be ensured through the City's construction permitting process. Thus, implementation of the proposed Project through the City's permitting process would ensure existing regulations are adhered to and reduce potential construction-related emergency access impacts to a less than significant level. Therefore, Project impacts related to emergency access during construction would be less than significant.

Operation

The proposed Project would not result in inadequate emergency access. As previously stated, direct access to the proposed Project would be from a total of four new driveways comprised of a 26-foot-wide driveway along Acacia Avenue on the northern frontage of the site and three 40-foot-wide designated truck driveways along Cawston Avenue on the eastern frontage of the project. In addition, a 26-foot-wide fire lane will circulate throughout the Project site for emergency vehicle access. Construction activities would occur within the proposed Project site and would not restrict access of emergency vehicles to the site or adjacent areas. In addition, travel along Acacia Avenue and Sanderson Avenue would remain open and would not interfere with emergency access in the site vicinity. The proposed Project requires designing and construct internal access and size and location of fire suppression facilities (e.g., hydrants and sprinklers) to conform to the California Fire Code (Title 24, California Code of Regulations, Part 9) as adopted in the City's Municipal Code (referenced as the City's Fire Code). The Hemet Fire Department Prevention Staff would review the development plans before their approval to ensure adequate emergency access pursuant to the requirements in the City's Fire Code. In addition, the proposed Project would implement the City of Hemet General Plan Policies C-1.2, C-1.9, C-1.11, C-1.15, C-1.19, and C-2.4. As such, the proposed Project would not result in inadequate access, and impacts would be less than significant.

5.14.4 CUMULATIVE IMPACTS

The cumulative traffic study area for the proposed Project includes the City of Hemet. The information utilized in this cumulative analysis is based on the potential to combine with impacts from projects in the vicinity of the proposed Project, as discussed in Table 5-1, *Cumulative Projects Lists*.

Vehicle Miles Traveled

The Office of Planning and Research's *Technical Advisory on Evaluating Transportation Impacts in CEQA* states that "a project that falls below an efficiency-based threshold that is aligned with long-term environmental goals and relevant plans would have no cumulative impact distinct from the project impact." As discussed under Impact TRA-2, the proposed Project would not meet Screening Criteria 1, 3, and 4 but satisfies the requirements of Screening Criteria 2. Therefore, the proposed Project would not result in a cumulatively considerable impact related to VMT, and cumulative traffic impacts would be less than significant.

Design, Roadway Hazards, and Emergency Access

The evaluation of Impact TRA-3 and TRA-4 concluded that the proposed Project would not result in significant impacts related to incompatible uses or hazards due to roadway design. The proposed circulation layout would be required to be installed in conformance with City design standards to ensure that no potentially hazardous design features or inadequate emergency access would be introduced by the proposed Project that could combine with potential hazards from other projects. In addition, cumulative development in the City and surrounding jurisdictions would be subject to site-specific reviews, including reviews by police and

fire protection authorities that would not allow potential cumulatively considerable design hazards. Therefore, potential impacts related to circulation design features would not occur from the proposed Project and would not combine with hazards from other projects. Thus, cumulative impacts would be less than significant.

Circulation System

The evaluation of Impact TRA-1 concluded that the proposed Project would not result in significant impacts related to alternative transportation or policies addressing the circulation system. Cumulative development in the city and surrounding jurisdictions would be subject to site-specific reviews, including reviews of sidewalks, bike lanes, and bus stop designs that would not allow potential cumulatively considerable impacts related to alternative transportation. Therefore, the Project would not cumulatively combine with other projects to result in impacts related to alternative transportation. Thus, cumulative impacts would be less than significant.

5.14.5 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- SB 743
- SCAG 2024 – 2050 Regional Transportation Plan/Sustainable Communities Strategy
- City of Hemet DIF Program

Plans, Programs, or Policies

None.

5.14.6 PROJECT DESIGN FEATURES

PDF TR-1: Sidewalks. The Project would construct sidewalks along the Project's frontage on West Acacia Avenue and Cawston Avenue Road.

5.14.7 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts TRA-1 through TRA-4 would be less than significant upon implementation of regulatory requirements.

5.14.8 MITIGATION MEASURES

No mitigation is required.

5.14.9 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Upon implementation of existing regulatory requirements, impacts related to transportation would be less than significant. No significant and unavoidable transportation impacts would occur.

5.14.10 REFERENCES

City of Hemet. (2012). *General Plan 2030*. Retrieved from https://www.hemetca.gov/534/Final-General-Plan-2030.

City of Hemet. (2021). *City of Hemet Traffic Impact Analysis Guidelines For CEQA & VMT.*

EPD Solutions, Inc. (2023). *Vehicle Miles Traveled (VMT) Screening Memo*. **(Appendix L)**

EPD Solutions, Inc. (2025). *Hemet Industrial Traffic Impact Analysis Report*. **(Appendix M)**

WSP. (2019). *TUMF High-Cube Warehouse Trip Generation Study*. https://wrcog.us/AgendaCenter/ViewFile/Agenda/_12142023-730?utm

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5.15 Tribal Cultural Resources

5.15.1 INTRODUCTION

This section addresses potential impacts on tribal cultural resources associated with the implementation of the Project. This analysis is based on Project-specific coordination and consultation with California Native American tribes that are traditionally and culturally affiliated with the Project region. The analysis in this section is also based, in part, on the following documents and resources:

- *City of Hemet General Plan Update 2030*, adopted January 24, 2012
- *City of Hemet General Plan 2030 Environmental Impact Report*, certified January 2012
- City of Hemet Municipal Code
- *Cultural Resources Study for the Hemet 63 Industrial Warehousing Project*, prepared by Brian F. Smith and Associates, dated April 1, 2022, and revised December 13, 2023, included as Appendix E

Additionally, this analysis is based on Project-specific coordination and consultation with California Native American tribes that are traditionally and culturally affiliated with the Project region.

5.15.2 REGULATORY SETTING

5.15.2.1 Federal Regulations

Archaeological Resources Protection Act

The Archaeological Resources Protection Act (ARPA) of 1979 regulates the protection of archaeological resources and sites on federal and Native American lands. The ARPA regulates authorized archaeological investigations on federal lands, increases penalties for looting and vandalism of archaeological resources, and requires that the locations and natures of archaeological resources be kept confidential in most cases. In 1988, amendments to the ARPA included a requirement for public awareness programs regarding archaeological resources.

Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act (NAGPRA) is a federal law passed in 1990 that mandates museums, and federal agencies return certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants or culturally affiliated Indian tribes.

5.15.2.2 State Regulations

California Senate Bill 18

Senate Bill (SB) 18 (California Government Code Section 65352.3) sets forth requirements for local governments to consult with California Native American tribes identified by the NAHC to aid in the protection of Tribal Cultural Resources (TCR). The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early stage of planning to protect or mitigate impacts on TCR. The Tribal Consultation Guidelines: Supplement to General Plan Guidelines identifies the following contact and notification responsibilities of local governments:

- Prior to the adoption or any amendment of a general plan or specific plan, a local government must notify the appropriate tribes (on the contact list maintained by the NAHC) of the opportunity to conduct consultations to preserve, or mitigate impacts to, cultural places located on land within the local government's jurisdiction that is affected by the proposed plan adoption or amendment. Tribes have 90 days from the date they receive notification to request consultation unless a shorter timeframe has been agreed to by the tribe (Government Code Section 65352.3).
- Prior to the adoption or substantial amendment of a general plan or specific plan, local government must refer the proposed action to those tribes that are on the NAHC contact list and have traditional lands located within the city or county's jurisdiction. The referral must allow a 45-day comment period (Government Code Section 65352). Notice must be sent regardless of whether prior consultation has taken place. Such a notice does not initiate a new consultation process.
- Local government must send a notice of a public hearing, at least 10 days before the hearing, to tribes who have filed a written request for such notice (Government Code Section 65092).

Because the Project includes a General Plan Amendment, it is subject to the statutory requirements of SB 18 Tribal Consultation Guidelines.

California Assembly Bill 52

Assembly Bill (AB) 52 established a new requirement under CEQA to consider "tribal cultural values, as well as scientific and archaeological values when determining impacts and mitigation." Public Resources Code (PRC) Section 21074(a) defines "tribal cultural resources" (TCRs) as "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" that is either "[i]ncluded or determined to be eligible for inclusion in the California Register of Historical Resources" or "in a local register of historical resources." Additionally, defined cultural landscapes, historical, and archaeological resources may be considered TCRs. (PRC § 21074(b), (c)). The lead agency may also treat a resource as a TCR if it is supported by substantial evidence.

Projects for which a Notice of Preparation of a Draft EIR was filed on or after July 1, 2015, are required to have lead agencies offer California Native American tribes traditionally and culturally affiliated with the project area consultation on CEQA documents prior to submitting an EIR to protect TCRs. PRC Section 21080.3.1(b) defines "consultation" as "the meaningful and timely process of seeking, discussing, and considering carefully the views of others, in a manner that is cognizant of all parties' cultural values and, where feasible, seeking agreement." Consultation must "be conducted in a way that is mutually respectful of each party's sovereignty [and] recognize the tribes' potential needs for confidentiality for places that have traditional tribal cultural significance." The consultation process is outlined as follows:

1. California Native American tribes traditionally and culturally affiliated with the project area submit written requests to participate in consultations.
2. Lead agencies must provide formal notice to the California Native American tribes that requested to participate within 14 days of the lead agency's determination that an application package is complete or decision to undertake a project.
3. California Native American tribes have 30 days from receipt of notification to request consultation on a project.
4. Lead agencies initiate consultations within 30 days of receiving a California Native American tribe's request for consultation on a project.
5. Consultations are complete when the lead agencies and participating California Native tribes have agreed on measures to mitigate or avoid a significant impact on a TCR, or after a reasonable effort in good faith has been made. A party concludes that a mutual agreement cannot be reached (PRC §§ 21082.3(a), (b)(1)-(2); 21080.3.1(b)(1)).

AB 52 requires that the CEQA document discloses significant impacts on TCRs and discuss feasible alternatives or mitigation to avoid or lessen an impact.

California Health and Safety Code Section 7050.5

Health & Safety Code Section 7050.5 requires that if human remains are discovered in the project site, disturbance of the site shall halt and remain halted until the coroner has investigated the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines the remains are not subject to his or her authority and recognizes or has reason to believe the human remains are those of a Native American, he/she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC).

California Public Resources Code Sections 5097.9 to 5097.991

PRC Sections 5097.9 to 5097.991 protect Native American historical and cultural resources and sacred sites and identify the NAHC's powers and duties. These sections also require descendants to be notified of discoveries of Native American human remains and provide for the treatment and disposition of human remains and associated grave goods.

5.15.2.3 Local and Regional Regulations

City of Hemet General Plan 2030

The City of Hemet General Plan contains the following goals and policies related to TCRs that apply to the Project:

Historic Resources Element

Goal HR-2 Preserve significant archeological and paleontological resources in areas under the City's jurisdiction, to the greatest extent possible.

Policy HR-2.1 **Consultation.** Consult with the Soboba Band and any other interested Indian tribes to identify and appropriately address cultural resources and tribal sacred sites through the development review process. Require a Native American Statement as part of the environmental review process of development projects with identified cultural resources.

Policy HR-2.2 **Monitoring.** Require monitoring of new developments where resources or potential resources have been identified in the review process.

Policy HR-2.3 **Evaluation.** Resources found prior to or during site development shall be evaluated by a qualified archaeologist or paleontologist, and appropriate mitigation measures shall be applied before resumption of development activities. Development project proponents shall bear all costs associated with the monitoring and disposition of cultural resources management within the project site.

City of Hemet Municipal Code

Hemet Municipal Code Chapter 14, Article II, Division 9, Section 14-70, adopts by reference the California Historical Building Code as the historical code of the City.

5.15.3 ENVIRONMENTAL SETTING

Native American Tribes

The Paleo-Indian Period is associated with the terminus of the late Pleistocene (circa 11,500 to 9,000 years ago). Paleo-Indians were likely attracted to multiple habitat types, including mountains, marshlands, estuaries, and lakeshores. These people likely subsisted using more generalized hunting, gathering, and collecting of birds, mollusks, and large and small animals (Appendix E, p. 6).

The Archaic Period, spanning approximately 9,000 to 13,000 years ago, was a time when increased moisture enabled more extensive occupation of the region. The material culture of this time includes mortars and pestles, dart points, and arrow points. The Project is located within an area where the traditional territories of the Gabrielino, Luiseno, and Cahuilla meet (Appendix E, pp. 7-9).

Approximately 1,300 years ago, during the Late Prehistoric Period, bow and arrow technology started to emerge. Brownware and buffware pottery vessels started to diffuse across the Southern California deserts. The shift in material culture assemblages is largely attributed to the emergence of Shoshonean (Takic-speaking) people who entered California from the east (Appendix E, pp 9 and 10).

Sedentism continued to intensify through the Protohistoric Period (1790 to present). The Cahuilla, the Gabrielino, and the Luiseño, all Takic-speaking groups, occupied portions of present-day Riverside County during this period in the vicinity of the Project area (Appendix E, p 10).

The Project site is located within an area considered traditional tribal land of the Cahuilla, Gabrielino, and Luiseño peoples.

Site Conditions

As discussed in Section 5.4, *Cultural Resources*, the Project site is vacant and undeveloped, with a small gravel parking lot on the northeast corner. The Cultural Resources Study (Appendix E) identified that the Project site overlies Holocene and late Pleistocene-aged young alluvial fan deposits, which are predominantly characterized by gravel, sand, and silt. The site is not listed on the NAHC SLF. No TCRs were identified as part of BFSA's site survey and records search of the Project site (Appendix E).

5.15.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a Project could have a significant effect if it were to:

TCR-1 Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

5.15.5 METHODOLOGY

The TCR analysis is based on the Cultural Resources Study and consultation by the City of Hemet pursuant to AB 52 and SB 18. As part of the development of the Cultural Resources Study (Appendix E), Brian F. Smith and Associates (BFSA) researched using several resources to identify potential TCRs within the Project site. The assessments included a records search at the Eastern Information Center (EIC) at the University of California, Riverside (UCR) on July 22, 2022; background and literature research; an examination of geological maps; and an intensive-level pedestrian survey of the Project site; see Section 5.4.5 for additional details on the Methodology. The NAHC was contacted to perform an SLF search on March 10, 2022, and local Native American tribes were contacted to elicit local knowledge of cultural resource issues related to the Project on August 1, 2024.

5.15.6 ENVIRONMENTAL IMPACTS

IMPACT TCR-1: WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A TRIBAL CULTURAL RESOURCE THAT IS LISTED OR ELIGIBLE FOR LISTING IN THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES, OR IN A LOCAL REGISTER OF HISTORICAL RESOURCES AS DEFINED IN PUBLIC RESOURCES CODE SECTION 5020.1(K)?

Less than Significant Impact with Mitigation Incorporated

AB 52 and SB 18 require meaningful consultation between lead agencies and California Native American tribes regarding potential impacts on TCRs. TCRs are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or Local Register of Historical Resources (PRC Section 21074). On March 10, 2022, an SLF search and a list of Native American tribes who may have knowledge of cultural resources in the Project area were requested from the NAHC. On April 26, 2022, the NAHC responded with a list of Native American tribes and that the SLF search yielded negative results for known TCRs or sacred lands within a one-mile radius of the Project site. To identify if any TCRs are potentially located within the Project site, the City sent notices on August 1, 2024, regarding the Project to the Native American tribes provided by the NAHC.

One response was received from the Morongo Band of Mission Indians (MBMI) on September 26, 2024. The MBMI stated that the Project site is located within the ancestral territory and traditional use area of the Cahuilla and Serrano people of the MBMI. The MBMI also requested tribal participation (tribal monitors) during all ground-disturbing activities for the proposed Project. In their letter, MBMI requested to initiate government-to-government consultation under AB 52 (California Public Resources Code § 21080.3.1) and SB 18 (California Government Code § 65352.3) and request a list of Project information, which was provided to MBMI on September 11, 2024.

During the tribal consultation process, no Native American tribe provided the City with evidence indicating that TCRs, as defined in Public Resources Code Section 21074, are present on the Project site or have been found previously on the Project site. However, due to the Project site's location in an area where Native American tribes are known to have a cultural affiliation, there is the possibility that archaeological resources, including TCRs, could be encountered during ground-disturbing construction activities. As a result, Mitigation Measure TCR-1 has been included and requires the applicant to enter into an agreement with the MBMI for tribal monitoring during all ground-disturbing activities. A Tribal Monitor shall be on-site to oversee construction activities, with the authority to halt or redirect work to identify, evaluate, and recover any cultural resources that may be discovered. This measure ensures the protection and proper management of TCRs

during Project construction. In addition, Mitigation Measure TCR-2 has been included for the inadvertent discovery of cultural resources.

Based on the literature review (i.e., records check and archival research) and pedestrian surveys, no prehistoric resource sites or isolates—including a historic TCR—as defined by PRC Section 5020.1(k) have been identified within the Project site. However, as discussed in Section 5.4, *Cultural Resources*, the potential for encountering archaeological resources, including TCRs, within the Project site is considered moderate given the documented historical use of the property through the identification of the circa 1930s structures (since destroyed).

Construction of the proposed Project would include earthmoving activities, such as grading, which could potentially disturb previously unknown TCRs. As a result, PPP CUL-1 and Mitigation Measure CUL-1 is included (as detailed in Section 5.4, *Cultural Resources*) which requires that a qualified archeologist be retained and present at pre-grade meetings, as well as for all initial ground-disturbing activities, such as grading and trenching, to quickly assess the potential for discoveries of buried features (*i.e.,* human remains, hearths, or cultural deposits) during construction.

The Project would include implementation of PPP TRC-1, which requires that descendants be notified when Native American human remains are discovered and provide for treatment and disposition of human remains and associated grave goods; PPP CUL-1, which complies with State Health and Safety Code Section 7050.5, which states that no further disturbance may occur in the vicinity of the body until the County Coroner has determined origin and disposition pursuant to Public Resources Code Section 5097.98.

Mitigation Measures CUL-1, TCR-1, and TCR-2, which require the landowner to relinquish ownership of all cultural resources found on the Project site to the appropriate Tribe for proper treatment and disposition, would ensure that potential impacts resulting from the inadvertent discovery of TCRs would be less than significant.

IMPACT TCR-2: WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A TRIBAL CULTURAL RESOURCE DETERMINED BY THE LEAD AGENCY, IN ITS DESCRETAION AND SUPPORTED BY SUBSTANTIAL EVIDENCE, TO BE SIGNIFICANT PURSUANT TO CRITERIA SET FORTH IN SUBDIVISION (C) OF PUBLIC RESOURCES CODE SECTION 5024.1, THAT CONSIDERS THAT SIGNIFICANCE OF THE RESOURCE TO A CALIFORNIA NATIVE AMERICAN TRIBE?

Less than Significant Impact with Mitigation Incorporated. In accordance with Public Resource Code (PRC) Section 5024.1(c), a resource is considered historically significant if it meets at least one of the following criteria:

1. Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States;
2. Associated with the lives of persons important to local, California, or national history;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values; or
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

The Project site does not meet any of the criteria listed above from PRC Section 5024.1(c). As discussed previously, the Cultural Resources Study (Appendix E) identified no known TCRs within the Project site. Additionally, as part of the AB 52 and SB 18 consultation process, the City reached out to Native American tribes who may know of TCRs within the Project area. No known TCRs or sensitive sites were identified within the Project site during the AB 52 and SB 18 consultation process.

Project construction would require ground-disturbing activities that could result in the excavation of soil up to seven feet in depth and has the potential to disturb unknown TCRs on the Project site. California Health and Safety Code Section 7050.5 and CEQA Guidelines 15064.5(e) require that if human remains are discovered, disturbance to the site shall halt and remain halted until the coroner has completed its investigation. If the coroner determines that the remains are those of a Native American, he or she shall contact the NAHC by telephone within 24 hours. Although AB 52 and SB 18 consultation did not yield substantial evidence of TCRs—pursuant to criteria in PCR Section 5024.1(c)—within the Project site, PPP TCR-1, PPP CUL-1, and Mitigation Measure CUL-1 would be implemented to ensure that potential impacts related to the inadvertent discovery of TCRs are less than significant. In addition, the proposed Project would implement the City of Hemet General Plan Policies HR-2, HR-2.1, HR-2.2, and HR-2.3.

Furthermore, the Project would be subject to CEQA Guidelines Section 15064.5, PRC Sections 21083.2 and 5097.9, and Health and Safety Code Section 7050.5 to properly recover human remains if encountered. Therefore, with the implementation of mitigation and applicable regulations, impacts related to TCRs would be less than significant.

5.15.7 CUMULATIVE IMPACTS

The cumulative study area for TCRs includes areas within the influence areas of the tribes in the region. The Project's potential to result in cumulatively considerable impacts to TCRs was analyzed in conjunction with other projects located in the influence areas of the tribes in the region. There is potential for TCRs to be uncovered during construction activities from the Project. Other regional development projects would have a similar potential to uncover TCRs.

Compliance with applicable regulations and consultations required by AB 52, SB 18, and project-specific mitigation would reduce cumulative impacts to TCRs. As described above, the Project area is not known to contain TCRs; however, Mitigation Measures CUL-1, TCR-1, and TCR-2, as well as PPP CUL-1 and TCR-2, would be implemented to ensure that impacts would not occur in the case of an inadvertent discovery of a potential TCR. These mitigation measures ensure that the Project would not contribute to a cumulative loss of TCRs. Therefore, potential cumulative impacts would be less than significant.

5.15.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- California Government Code Sections 5097.9-5097.99
- California Government Code Section 65352
- California Health and Safety Code Section 7050.5
- California Public Resources Code Sections 21073 et seq. (AB 52)

Plans, Programs, or Policies (PPPs)

The following Plans, Programs, or Policies (PPP) related to TCRs are incorporated into the Project and would reduce impacts related to TCRs. These actions will be included in the Project's mitigation monitoring and reporting program (MMRP):

PPP TCR-1: Native American historical and cultural resources and sacred sites are protected under PRC Sections 5097.9 to 5097.991, which require that descendants be notified when Native American human remains are discovered and provide for the treatment and disposition of human remains and associated grave goods.

PPP CUL-1: Human Remains. (As provided in Section 5.4, *Cultural Resources*).

5.15.9 PROJECT DESIGN FEATURES

None.

5.15.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, Impacts TCR-1 and TCR-2 would be potentially significant.

5.15.11 MITIGATION MEASURES

Mitigation Measures CUL-1, as previously listed in Section 5.4, *Cultural Resources*.

Mitigation Measure TCR-1: Tribal Monitoring Services Agreement. Prior to the issuance of grading permits, the applicant shall enter into a Tribal Monitoring Services Agreement with the Morongo Band of Mission Indians (MBMI) for the Project. The Tribal Monitor shall be on-site during all ground-disturbing activities (including, but not limited to, clearing, grubbing, tree and bush removal, grading, trenching, fence post placement and removal, construction excavation, excavation for all utility and irrigation lines, and landscaping phases of any kind). The Tribal Monitor shall have the authority to divert, redirect, or halt the ground-disturbing activities to allow for identification, evaluation, and potential recovery of cultural resources.

Mitigation Measure TCR-2: Inadvertent Discovery of Cultural Resources. In the event that previously unidentified cultural resources are unearthed during construction, the Qualified Archaeologist and the Tribal Monitor shall have the authority to temporarily divert and/or temporarily halt ground-disturbance operations in the area of discovery to allow for the evaluation of potentially significant cultural resources. Isolates and clearly non-significant deposits shall be minimally documented in the field and collected so the monitored grading can proceed.

If a potentially significant cultural resource(s) is discovered, work shall stop within a 60-foot perimeter of the discovery and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. All work shall be diverted away from the vicinity of the find so that the find can be evaluated by the Qualified Archaeologist and Tribal Monitor[s]. The Archaeologist shall notify the Lead Agency and consulting Tribe[s] of said discovery. The Qualified Archaeologist, in consultation with the Lead Agency, the consulting Tribe[s], and the Tribal Monitor, shall determine the significance of the discovered resource. A recommendation for the treatment and disposition of the Tribal Cultural Resource shall be made by the Qualified Archaeologist in consultation with the Tribe[s] and the Tribal Monitor[s] and shall be submitted to the Lead Agency for review and approval. Below are the possible treatments and dispositions of significant cultural resources in order of CEQA preference:

A. Full avoidance.
B. If avoidance is not feasible, Preservation in place.
C. If Preservation in place is not feasible, all items shall be reburied in an area away from any future impacts and reside in a permanent conservation easement or Deed Restriction.
D. If all other options are proven to be infeasible, data recovery through excavation and then curation in a Curation Facility that meets the Federal Curation Standards (CFR 79.1).

5.15.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The mitigation measures identified above, along with existing regulatory programs, would reduce potential impacts associated with TCRs to a level that is less than significant. Therefore, no significant and unavoidable adverse impacts related to TCRs would occur.

5.15.13 REFERENCES

Brian F. Smith and Associates. (2023). *Cultural Resources Study for the Hemet 63 Project.* **(Appendix E)**

City of Hemet. (2012a). *City of Hemet General Plan 2030*. https://www.hemetca.gov/534/Final-General-Plan-2030

City of Hemet. (2012b). *City of Hemet General Plan EIR 2030*. https://www.hemetca.gov/444/Final-Environmental-Impact-Report

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5.16 Utilities and Service Systems

5.16.1 INTRODUCTION

This section of the Draft EIR assesses the potential impacts on utilities and service systems resulting from implementing the proposed Project, focusing on anticipated demand and the availability of existing and planned utilities. This includes water supply and infrastructure, wastewater infrastructure, stormwater drainage, solid waste management, and dry utilities, such as electric, natural gas, and telecommunications systems. Information in this section is based, in part, on the following documents and resources:

- *City of Hemet General Plan Update 2030, adopted January 24, 2012*
- *City of Hemet General Plan 2030 Environmental Impact Report, certified January 2012*
- *City of Hemet Municipal Code*
- *Eastern Municipal Water District 2020 Urban Water Management Plan, July 1, 2021*
- *Eastern Municipal Water District Hemet 63 Water Supply Assessment Report, June 21, 2023, included as Appendix N*
- *Preliminary Hydrology Report, Legacy CivilWorks Engineering, Inc, 22 November 2024, included as Appendix I*
- *Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report, prepared by LSA, 2024, included as Appendix B*

Because CEQA focuses on physical environmental effects, this section analyzes whether increases in demand for utilities and service systems would result from implementing the proposed Project such that it would result in significant adverse physical environmental effects. For example, an increase in wastewater generation, by itself, would not be considered a physical change in the environment; however, physical changes in the environment resulting from the construction of new facilities or an expansion of existing wastewater facilities to accommodate the Project could constitute a significant impact under CEQA.

5.16.2 WATER

5.16.2.1 Water Regulatory Setting

Federal Water Regulatory Setting

Clean Water Act

The Clean Water Act (CWA) was enacted by Congress in 1972 and is the primary federal law regulating water quality in the United States. The objective of CWA is to reduce or eliminate water pollution in the nation's rivers, streams, lakes, and coastal waters. The CWA forms the basic national framework for the management of water quality and the control of pollution discharges; it provides the legal framework for several water quality regulations, including the National Pollutant Discharge Elimination System (NPDES), effluent limitations, water quality standards, pretreatment standards, antidegradation policy, nonpoint source discharge programs, and wetlands protection. The United States Environmental Protection Agency (USEPA) has delegated the responsibility for the administration of CWA portions to State and regional agencies. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The SWRCB coordinates with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality.

Safe Drinking Water Act

The Safe Drinking Water Act (SDWA) was passed by Congress in 1974 to protect public health by regulating the nation's public drinking water supply. The SDWA authorizes the USEPA to set national health-based standards for drinking water to protect against both naturally occurring and man-made contaminants that may be found in drinking water. The law was amended in 1986 and 1996 to recognize source water protection, operator training, funding for water system improvements, and public information as important components of safe drinking water. This approach ensures drinking water quality by protecting it from source to tap. The USEPA, states, and water systems then work together to ensure these standards are met. The SDWA applies to every public water system in the United States.

State Water Regulatory Setting

California Urban Water Management Planning Act

Section 10610 of the California Water Code established the California Urban Water Management Planning Act (CUWMPA) and requires urban water suppliers to initiate planning strategies to ensure an appropriate level of reliability in their water service. The CUWMPA states that every urban water supplier that provides water to 3,000 or more customers or that annually provides more than 3,000 acre-feet of water service should make every effort to ensure the appropriate level of reliability in its water service to meet the needs of its various categories of customers during normal, dry, and multiple-dry years. The CUWMPA describes the contents to be included in Urban Water Management Plans (UWMPs) and the methods urban water suppliers need to adopt and implement the plans.

Water Conservation Act of 2009 (SB X7-7)

The Water Conservation Act of 2009, also known as Senate Bill (SB) X7-7, was enacted to address California's long-term water supply challenges by promoting water efficiency and conservation throughout the state. The bill establishes statewide water use reduction targets and requires urban water suppliers to implement measures to meet these targets.

SB X7-7 mandates that urban water suppliers reduce per capita urban water use by 20 percent by 2020, compared to baseline water use levels in 2008. This requirement is designed to reduce overall water demand and improve the sustainability of California's water resources in light of ongoing drought conditions, population growth, and environmental concerns. SB X7-7 plays a crucial role in California's efforts to address water scarcity, improve water management, and ensure that urban water systems remain resilient in the face of future challenges. The implementation of SB X7-7 is integral to achieving the State's broader goals of sustainability and environmental stewardship in water resources management

Senate Bill 610

Senate Bill (SB) 610 requires public urban water suppliers with 3,000 or more service connections to identify existing and planned water sources for planned developments of a specific size. It further requires the public water system to prepare a specified Water Supply Assessment (WSA) for projects that meet the following criteria:

a) A proposed residential development of more than 500 dwelling units;
b) A proposed shopping center employing more than 1,000 persons or having more than 500,000 square feet (SF) of floor space;
c) A commercial office building employing more than 1,000 persons or having more than 250,000 SF of floor space;
d) A hotel or motel, or both, with more than 500 rooms;

e) An industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 SF of floor area; and
f) A mixed-use project that includes one or more of the above projects.

The components of a WSA include the project's existing and future water demand. The WSA must ensure that water is available for the project during normal years, a single dry year, and multiple dry years during a 20-year future projection period. It must also describe whether the project's water demand is accounted for in the water supplier's UWMP. Water supplies for future water supply must be documented in the WSA.

CALGreen Building Code

California Code of Regulations Title 24, Part 11, establishes the California Green Building Code, or "CALGreen." The CALGreen Code is updated every three years. It was recently updated in 2025 and became effective January 1, 2026. CALGreen sets water efficiency standards (i.e., maximum flow rates) for all new plumbing and irrigation fittings and fixtures.

Local Water Regulatory Setting

City of Hemet General Plan 2030

The Hemet General Plan includes the following goals, policies, and programs that are applicable to the Project:

Community Services and Infrastructure Element

Goal CSI-1 **Coordinate new development and redevelopment with the provision of adequate infrastructure for water, sewer, stormwater, communications.**

Policy CSI-1.2 **Infrastructure Adequacy.** Ensure that new development and redevelopment provides infrastructure for water, sewer, and stormwater that adequately serves the proposed uses and that has been coordinated with affected infrastructure providers.

Policy CSI-1.3 **Provider Notification.** Provide development information to local water districts, Riverside County Flood Control and Water Conservation District, and energy utilities to assist in their planning efforts to ensure adequate infrastructure is available for anticipated development.

Policy CSI-1.4 **Fee Structures.** Ensure that fee structures are sufficient for new development and redevelopment to pay their fair share of the cost of infrastructure improvements and public facilities.

Goal CSI-2 **Maintain a water delivery system that is capable of meeting the daily and peak demands of Hemet residents and businesses in an efficient and environmentally sound manner.**

Policy CSI-2.1 **Agency Coordination.** Coordinate with the Eastern Municipal Water District and Lake Hemet Municipal Water District to meet the projected water demand and to ensure reduction of existing and projected water supply impacts.

Policy CSI-2.2 **Water Supply Assessments.** Require evidence of adequate water supply, or a water supply assessment when appropriate pursuant to state law, to support proposed development.

Policy CSI-2.3 **Performance Standards.** Developments shall be required to install water facilities sufficient to meet performance standards established by the water agency serving the project. All facilities must be operational prior to issuance of building permits.

Policy CSI-2.8 **Best Management Practice Features/Equipment.** Require installation of best management practice features for water for all new development and for applicable rehabilitation.

Open Space and Conservation Element

Goal OS-5 **Conserve and protect surface water, groundwater, and imported water resources.**

Policy OS-5.3 **Development Design.** Encourage the efficient use of water resources by residential, commercial, and industrial users by requiring development project proposals to incorporate best management practices into their designs, including the use of new technology in development design.

Policy OS-5.4 **Reclaimed Water.** Use reclaimed water to irrigate parks, golf courses, public landscaped areas, and for other feasible applications as service becomes available from local water providers.

Policy OS-5.5 **Water Efficient Landscaping.** Require new landscape installations or rehabilitation projects by public agencies, nonresidential developers, multi-family residential developers, and homeowners to use water efficiently, encourage water conservation, and prevent water waste.

5.16.2.2 Water Environmental Setting

The Project site is located within the Eastern Municipal Water District (EMWD's) water service area, which provides retail and wholesale water service to an area of approximately 555 square miles in Riverside County. EMWD's service area boundaries include seven incorporated cities, including the city of Hemet, and several unincorporated areas of Riverside County. Within the EMWD, the East Valley Service Area serves the Project site.

The EMWD's UWMP is a tool that summarizes anticipated water supplies and demands for the next 20 years for the region that EMWD services. EMWD has a diverse portfolio of local and imported water supplies to deliver treated water to its customers. Local supplies include recycled water, potable groundwater, and desalinated groundwater. Imported water supplies are received from the Metropolitan Water District of Southern California.

There is an existing 12-inch-diameter water line in West Acacia Avenue. The Project would install a 2-inch domestic water line and a 12-inch fire water line on-site to connect to the existing water line.

Water Supply and Demand

Within the East Valley Service Area, most of the water supply originates from a system of 13 local wells located in the San Jacinto Groundwater Basin. These wells produce approximately 20,000 acre-feet (AF) of water annually. Other water sources for the area include water purchased from the Metropolitan Water District of Southern California (MWD) and water recycled from EMWD treatment facilities. San Jacinto Groundwater Basin is high in salinity and requires desalination. EMWD owns and operates two desalination plants that convert brackish groundwater from the West San Jacinto Basin into potable water.

As shown in Table 5.16-1, in 2022, the EMWD obtained most of its potable water supply from purchased or imported water from the Metropolitan Water District of Southern California.

Table 5.16-1: EMWD Water Supply 2022

Water Supply	Source	Volume (acre-feet)
RETAIL		
Imported – Treated	Metropolitan Water District	37,208
Imported – EMWD Treated	Metropolitan Water District	24,380
Imported - Raw	Metropolitan Water District	216
Groundwater	San Jacinto Groundwater Basin	12,369
Desalination	San Jacinto Groundwater Basin	10,850
Recycled Water	Regional Water Reclamation Facilities	51,601
	Retail Total	**136,624**
WHOLESALE		
Imported – Treated	Metropolitan Water District	15,389
Imported - Raw	Metropolitan Water District	18,949
Imported – Recharge (Raw)	Metropolitan Water District	0
Recycled Water	Regional Water Reclamation Facilities	1,793
	Wholesale Total	**36,131**
	Combined Total	**172,755**

Source: Water Supply Assessment (Appendix N)

Table 5.16-2 summarizes EMWD's projected retail and wholesale water supplies. As shown in Table 5.16-2, EMWD estimates that future water supplies are anticipated to be obtained through a similar mix of purchased or imported water, groundwater, and recycled water. The 2020 UWMP anticipates that the District's water supply will increase from 208,900 AF in 2025 to 251,500 AF in 2045 (an increase of 42,600 AF) to meet the District's anticipated growth in water demands.

Table 5.16-2: EMWD's Projected Retail Water Supply (AF)

Water Supply	Source	2025	2030	2035	2040	2045
RETAIL						
Imported	Metropolitan Water District	66,447	72,147	70,247	74,747	78,847
Groundwater	San Jacinto Groundwater Basin	18,753	18,753	18,753	18,753	18,753
Desalination	San Jacinto Groundwater Basin	13,400	13,400	13,400	13,400	13,400
Other	Purified Water Replenishment (IPR)	4,000	4,000	12,000	12,000	12,000
Recycled Water	Regional Water Reclamation Facilities	43,330	49,020	54,500	59,800	64,100
	Retail Total	**145,930**	**157,370**	**168,900**	**178,700**	**187,100**
WHOLESALE						
Imported	Metropolitan Water District	50,700	44,900	46,900	49,200	51,300
Imported	Soboba Settlement Water	7,500	7,500	7,500	7,500	7,500

Recycled Water	Regional Water Reclamation Facilities	4,770	5,180	5,600	5,600	5,600
	Wholesale Total	**62,970**	**57,580**	**60,000**	**62,300**	**64,400**
	Combined Total	**208,900**	**214,950**	**228,900**	**241,000**	**251,500**

Source: EMWD, 2021

Water demand within the District are summarized below in Table 5.16-3.

Table 5.16-3: EMWD's Projected Demands for Potable and Raw Water (AF)

Use Type	Actual 2020	Projected 2025	Projected 2030	Projected 2035	Projected 2040	Projected 2045
RETAIL						
Single-Family	52,162	66,900	71,700	76,700	80,500	84,000
Multi-Family	6,535	8,500	9,100	9,700	10,200	10,600
Commercial	4,267	6,100	6,500	7,000	7,300	7,600
Industrial	571	600	600	700	700	700
Institutional	1,629	2,700	2,900	3,100	3,200	3,400
Landscape	8,155	8,400	7,600	6,800	6,200	5,500
Agricultural	1,560	2,000	2,000	2,000	2,000	2,000
Other	1,287	0	0	0	0	0
Losses	8,507	7,400	7,900	8,400	8,800	9,200
Total	**84,673**	**102,600**	**108,300**	**114,400**	**118,900**	**123,000**
WHOLESALE						
Groundwater Recharge	6,467	7,500	7,500	7,500	7,500	7,500
City of Perris Water System	1,685	1,800	1,900	2,100	2,200	2,300
Western Municipal Water District (Murrieta)	1,809	1,000	1,300	1,600	2,000	2,300
Nuevo Water Company	409	500	1,000	1,100	1,200	1,200
Rancho California Water District	25,028	42,300	35,200	36,200	37,500	38,800
Lake Hemet Municipal Water District	986	5,100	5,500	5,900	6,300	6,700
City of Hemet	0	0	0	0	0	0
City of San Jacinto	0	0	0	0	0	0
Total	**36,384**	**58,200**	**52,400**	**54,400**	**56,700**	**58,800**
COMBINED TOTAL	**121,057**	**160,800**	**160,700**	**168,800**	**175,600**	**181,800**

Source: EMWD, 2021

Groundwater: EMWD produces potable groundwater from two groundwater management plan areas within the San Jacinto Groundwater Basin. Both management plan areas are part of the San Jacinto Groundwater Basin (DWR Bulletin 118 Groundwater Basin Number 8-05). The areas are the West San Jacinto Groundwater Sustainability Agency Plan Area (West San Jacinto Basin) and the Hemet/San Jacinto Water Management Plan area (Hemet/San Jacinto Basin). EMWD owns and operates two desalination plants that

convert brackish groundwater from the West San Jacinto Basin into potable water. These plants provide a reliable source of potable water, protect potable sources of groundwater, and support EMWD's groundwater salinity management program.

Imported Water: EMWD is a member agency of the Metropolitan Water District of Southern California (Metropolitan) and relies on the Metropolitan to provide the majority of its potable water supply and a small percentage of its non-potable water supply. The northern portion of EMWD's service area is supplied by the Metropolitan's Mills Water Filtration Plant (WFP), while Metropolitan's Skinner WFP supplies the southeastern portion of EMWD's service area. Untreated water from Metropolitan is treated at EMWD's Perris and Hemet WFPs and is also delivered directly to several agricultural and wholesale customers.

EMWD's water supply reliability is primarily established through the Metropolitan, of which EMWD is a member agency. In the 2020 Metropolitan UWMP, the Metropolitan assessed the reliability of water deliveries from the State Water Project and the Colorado River Aqueduct. Metropolitan determined that its water sources will continue to provide a reliable supply to its member agencies during normal, single-dry, and multiple-dry years during the UWMP planning horizon. Unprecedented shortages are addressed in the Water Shortage Contingency Analysis and Catastrophic Supply Interruption Planning portions of the Metropolitan UWMP.

Recycled Water: Recycled water is used extensively in EMWD's service area instead of potable water. This offset to municipal demand comes from recycled water used for irrigation of landscapes and industrial purposes. Most of EMWD's agricultural customers also use recycled water, in some cases, in lieu of groundwater production. EMWD's recycled water supply will expand as the population within EMWD's service area continues to grow. EMWD uses all its recycled water and is limited only by the amount available to meet peak demands and system losses. EMWD stores recycled water during low-demand periods and does not discharge recycled water. The District anticipates that this trend will continue even as the supply increases through programs to retrofit additional landscape customers currently using potable water and indirect potable recharge.

Surface Water: EMWD has the right to divert up to 5,760 acre-feet per year (AFY) of San Jacinto River flows for recharge and subsequent use from September 1 to June 30 each year. EMWD's diverted water is recharged into the groundwater aquifer of the Canyon Groundwater Management Zone and is not used for direct use or sale. The San Jacinto River is ephemeral and, consequently, river flows may be insufficient for any diversion at all in some years.

Demand: EMWD delivers water to retail customers and wholesale customer agencies. EMWD's primary retail customers can be divided into six sectors: residential, commercial, industrial, institutional, landscape, and agricultural irrigation. The residential sector is EMWD's largest customer segment. Actual 2020 water demand and projected water demand are shown in Table 5.16-3. Projected demands for the 2020 UWMP were developed using information about planned development and land use. To track new developments, EMWD updates a geographic information system (GIS) database that tracks proposed developments quarterly. Growth rates were based on a forecast of future population prepared by the Southern California Association of Governments (SCAG). EMWD's growth forecasts include both the retail and wholesale service areas. EMWD's retail demand projections account for the water savings required to meet the Water Conservation Act of 2009 and SB X7-7 requirements. Wholesale demand projections are based on communications with sub-agencies and their respective growth projections.

Water Infrastructure

The EMWD water utility currently serves the Project site and would connect to the existing water infrastructure. In addition, the proposed Project would install a 2-inch domestic water line and a 12-inch fire water line on-site to connect to the existing 12-inch diameter water line in West Acacia Avenue.

5.16.2.3 Water Thresholds of Significance

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

UT-1 Require or result in the construction of new water facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects; or

UT-2 Not have sufficient water supplies available to serve the project and reasonably foreseeable development during normal, dry, and multiple dry years.

5.16.2.4 Water Methodology

The evaluation of water supply quantifies the amount of water that would be required to support the operation of the proposed Project and compares the demand to the EMWD's available water supply to identify if sufficient water supplies are available to serve the Project and reasonably foreseeable development during normal, dry, and multiple dry years. Additionally, the existing water supply infrastructure that serves the Project site was identified and evaluated to ensure that design capacity would be adequate to supply the proposed Project or to determine if expansions would be required to serve the proposed development.

5.16.2.5 Water Environmental Impacts

IMPACT UT-1: WOULD THE PROJECT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW WATER FACILITIES, OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?

Less than Significant Impact. The proposed Project would subdivide the 60.86-acre site into four parcels. Each parcel would be developed with an industrial warehouse facility, four warehouse buildings total and associated on-site infrastructure, providing a total gross building area of 1,129,894 square feet (SF). Additional improvements to the site would include landscaping, sidewalks, utility connections, stormwater facilities, and pavement of parking areas and drive aisles. EMWD's water infrastructure currently serves the Project site and is within its service area. As discussed above, West Acacia Avenue contains a 12-inch water line. This pipeline currently supplies water to the Project site and surrounding areas. The Project would install a 2-inch domestic water line and a 12-inch fire water line on-site to connect to the existing 12-inch water line along West Acacia Avenue. Additional off-site water infrastructure would not be required to be constructed to serve the proposed Project.

The new on-site water system would convey water supplies to the proposed industrial warehouse buildings, office spaces, and landscaping through plumbing and landscaping fixtures that are compliant with CALGreen regulations for efficient water use. The on-site water and sewer line for Building 1 would connect the parking lot on the northern portion of the Project site to the existing line on West Acacia. The connection to the three southern buildings for water and sewer would run along the drive aisles, and then extend to the northern parking lot, connecting to West Acacia.

The construction activities related to the on-site water infrastructure that would be needed to serve the proposed Project are included as part of the Project and would not result in any physical environmental effects beyond those identified throughout this document. For example, analysis of construction emissions from excavation and installation of the water infrastructure is included in Sections 5.2, *Air Quality*, and 5.7, *Greenhouse Gas Emissions*. Additionally, all new developments that connect to the system are required to pay its applicable fair-share development impact fee(s), consistent with Policy CSI-1.4. Therefore, the proposed

Project would not result in the construction of new water facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

IMPACT UT-2: WOULD THE PROJECT HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT AND REASONABLY FORESEEABLE DEVELOPMENT DURING NORMAL, DRY, AND MULTIPLE DRY YEARS?

Less than Significant Impact. As stated above, the proposed Project would subdivide the 60.86-acre site into four parcels. Each parcel would be developed with an industrial warehouse facility (four warehouse buildings total) and associated on-site infrastructure, providing a total gross building area of 1,129,894 square feet (SF). A WSA (included as Appendix N) was prepared by EMWD to evaluate the capacity of the District to supply water to the Project. Based on the General Plan land use, the 2020 UWMP assumed that the parcels comprising the Project site would be developed for Light Industrial use; as such, the projected demand of the site was estimated to be 152.37 AFY (EMWD, 2023). However, based on the specifics of the proposed Project, EMWD determined that the Project would require approximately 37.52 AFY, which falls within the limits of the estimated demand considered in the 2020 UWMP.

The UWMP assessed the projected water demand and supply in the service area and concluded that EMWD has an adequate water supply to meet demands under all climatic conditions (normal, single-dry, and multiple-dry years) within its service area through 2045. Furthermore, EMWD anticipates an increase in industrial demand from 571 AFY in 2020 to 700 AFY in 2045 and in total demand from 84,673 AFY in 2020 to 123,000 AFY in 2045 within the service area. The 2020 EMWD UWMP anticipates that EMWD's water supply will increase from 208,900 AF in 2025 to 251,500 AF in 2045 (an increase of 42,600 AF) to meet the EMWD's anticipated growth in water demands.

Based on the above, it is anticipated that existing and future water entitlements from groundwater, surface water, purchased or imported water sources, plus recycling and conservation, would be sufficient to meet the Project's demand at buildout and forecasted demand for EMWD's entire service area. Thus, impacts related to the need for new or expanded water supplies and entitlements would be less than significant.

5.16.2.6 Water Existing Regulations and Plans, Programs, or Policies

Existing Regulations

The following standard regulations would reduce potential impacts related to water supplies:

- California Code of Regulations Title 24, Part 11, California Green Building Standards Code.

Plans, Programs, or Policies (PPPs)

None.

5.16.2.7 Water Project Design Features

None.

5.16.2.8 Water Level of Significance Before Mitigation

Impacts UT-1 and UT-2 would be less than significant.

5.16.2.9 Water Mitigation Measures

No mitigation measures are required.

5.16.2.10 Water Level of Significance After Mitigation

No significant and unavoidable adverse impacts on water supplies or infrastructure would occur.

5.16.3 WASTEWATER

5.16.3.1 Wastewater Regulatory Setting

Local Wastewater Regulatory Setting

City of Hemet General Plan 2030

The Hemet General Plan includes the following goals, policies, and programs that apply to the Project:

Community Services and Infrastructure Element

Goal CSI-1 **Coordinate new development and redevelopment with the provision of adequate infrastructure for water, sewer, stormwater, communications.**

Policy CSI-1.2 **Infrastructure Adequacy.** Ensure that new development and redevelopment provides infrastructure for water, sewer, and stormwater that adequately serves the proposed uses and that has been coordinated with affected infrastructure providers.

Policy CSI-1.3 **Provider Notification.** Provide development information to local water districts, Riverside County Flood Control and Water Conservation District, and energy utilities to assist in their planning efforts to ensure adequate infrastructure is available for anticipated development.

Policy CSI-1.4 **Fee Structures.** Ensure that fee structures are sufficient for new development and redevelopment to pay their fair share of the cost of infrastructure improvements and public facilities.

Goal CSI-3 **Ensure the provision of a wastewater collection, treatment, and disposal system capable of meeting the daily and peak demands of Hemet residents and businesses in an efficient and environmentally sound manner.**

Policy CSI-3.1 **Performance Standards.** New development shall install sufficient sewer facilities needed to meet performance standards established by the site's wastewater collection agency.

Policy CSI-3.4 **Sanitary Sewers.** Promote the extension of sanitary sewers to serve all new and existing land uses and densities, as feasible, to protect groundwater quality. Require new development, and existing development where feasible, to connect to the sanitary sewer system. Exceptions may be considered for properties with a minimum lot size of ½ acre and that are located more than 660 feet from a sewer line.

5.16.3.2 Wastewater Environmental Setting

EMWD provides wastewater collection, treatment, and recycled water services throughout its service area, including at the Project site. The City of Hemet owns and operates the wastewater collection system in Hemet

and for the Project site; however, the wastewater from the Project area and the City is treated at the EMWD San Jacinto Valley Water Recycling Plant.

EMWD has four operational Regional Water Recycling Plants (RPs) within its service area, including the San Jacinto Valley RP, Moreno Valley RP, Temecula Valley RP, and Perris Valley RP, which treat wastewater and recycled water throughout EMWD's overall service area. The four RPs have a combined capacity of 86 million gallons per day (MGD), equivalent to 86,300 AFY (EMWD, 2021).

As previously mentioned, the San Jacinto Valley RP, located in San Jacinto, is the designated plant to treat wastewater generated by the City of Hemet. On average, it treats approximately 7 million gallons per day and has a capacity to treat 14 million gallons per day (EMWD, 2021).

The Project will install an on-site 8-inch sewer connection to the existing 8-inch diameter sewer line in West Acacia Avenue that would serve the Project site. A sewer lift station is also proposed in the northeast portion of the site.

5.16.3.3 Wastewater Thresholds of Significance

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

UT-3 Require or result in the construction of new wastewater facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects; or

UT-4 Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

5.16.3.4 Wastewater Methodology

The evaluation of wastewater infrastructure quantifies the amount of wastewater that would be generated from the proposed Project's operation and compares the demand to the existing and planned sewer infrastructure and wastewater treatment plants. The evaluation identifies whether expansions would be required to serve the proposed development and whether those expansions have the potential to result in an environmental impact.

5.16.3.5 Wastewater Environmental Impacts

IMPACT UT-3: WOULD THE PROJECT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW WASTEWATER FACILITIES, OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?

Less than Significant Impact. As previously discussed, the proposed Project would develop four industrial warehouse buildings with associated on-site improvements and a total gross building area of 1,129,894 SF. The proposed Project would install an on-site 8-inch sewer connection to the existing 8-inch diameter sewer line in West Acacia Avenue and a sewer lift on the northeast portion of the site. The installation of the on-site and off-site sewer infrastructure is part of the construction of the proposed Project and would not result in any physical environmental effects beyond those described throughout this document. For example, the analysis of construction emissions from the excavation and installation of the water infrastructure is included in Sections *5.2, Air Quality*, and *5.7, Greenhouse Gas Emissions*. The proposed Project would be able to connect to existing distribution and treatment facilities. Additionally, all new developments connecting to the system must pay their applicable fair-share development impact fee(s), consistent with Policy CSI-1.4. Therefore, the proposed Project would not result in the construction of sewer water facilities or expansion of

existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

IMPACT UT-4: WOULD THE PROJECT RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER THAT WOULD SERVE THE PROJECT THAT IT HAS INADEQUATE CAPACITY TO SERVE THE PROJECTS PROJECTED DEMAND IN ADDITION TO THE PROVIDERS EXISTING COMMITMENTS?

Less than Significant Impact. As described above, EMWD provides wastewater collection, treatment, and recycled water services to the Project area. The City of Hemet owns and operates the wastewater collection system within the city of Hemet and at the Project site. Additionally, EMWD has four operational Regional Water RPs within its service area that are interconnected to provide operational flexibility, improved reliability, and recycled water deliveries. San Jacinto Valley is the Regional Water RP designated to service the Project area and has a treatment capacity of 14 MGD, equivalent to 15,700 AFY (EMWD, 2021). In 2020, the San Jacinto Valley RP collected and treated approximately 6.64 million gallons per day of wastewater (EMWD, 2021). Under existing conditions, San Jacinto Valley has an excess treatment capacity of approximately 7.36 MGD.

Based on a non-residential wastewater generation factor of 3,000 gallons per day (gpd) per acre of non-residential development provided in Table 4.14-6 of the City of Hemet General Plan EIR, the proposed Project would result in 77,820 gpd of wastewater (3,000 gpd per acre × 25.94 acres of industrial warehousing = 77,820 gpd).

Under existing conditions, the San Jacinto Regional Valley RP has an excess treatment capacity of approximately 7.36 MGD, as previously described. As such, implementing the Project would utilize approximately 1.1 percent of the daily excess treatment capacity. Thus, the wastewater treatment plant has ample capacity, and the Project would not create the need for any new or expanded wastewater facility (such as conveyance lines or treatment facilities). Therefore, the proposed Project would not result in impacts related to wastewater treatment capacity.

5.16.3.6 Wastewater Existing Regulations and Plans, Programs, or Policies

Existing Regulations

The following existing regulations would reduce potential impacts related to wastewater:

- California Code of Regulations Title 24, Part 11; California Green Building Standards Code.

Plans, Programs, or Policies (PPPs)

None.

5.16.3.7 Wastewater Project Design Features

None.

5.16.3.8 Wastewater Level of Significance Before Mitigation

Impacts UT-3 and UT-4 would be less than significant.

5.16.3.9 Wastewater Mitigation Measures

No mitigation measures are required.

5.16.3.10 Wastewater Level of Significance After Mitigation

No significant and unavoidable adverse impacts related to wastewater infrastructure would occur.

5.16.4 STORMWATER DRAINAGE

5.16.4.1 Stormwater Drainage Regulatory Setting

Local Stormwater Drainage Regulatory Setting

City of Hemet General Plan 2030

The Hemet General Plan includes the following goals, policies, and programs that are applicable to the Project:

Community Services and Infrastructure Element

Goal CSI-1 **Coordinate new development and redevelopment with the provision of adequate infrastructure for water, sewer, stormwater, communications.**

Policy CSI-1.2 **Infrastructure Adequacy.** Ensure that new development and redevelopment provides infrastructure for water, sewer, and stormwater that adequately serves the proposed uses and that has been coordinated with affected infrastructure providers.

Policy CSI-1.3 **Provider Notification.** Provide development information to local water districts, Riverside County Flood Control and Water Conservation District, and energy utilities to assist in their planning efforts to ensure adequate infrastructure is available for anticipated development.

Policy CSI-1.4 **Fee Structures.** Ensure that fee structures are sufficient for new development and redevelopment to pay their fair share of the cost of infrastructure improvements and public facilities.

Goal CSI-4 **Maintain adequate stormwater management and drainage systems to help protect against flood hazards, recharge the aquifer, and preserve groundwater quality.**

Policy CSI-4.4 **Groundwater Recharge.** Require development projects to minimize stormwater runoff and provide on-site opportunities for groundwater recharge that are integrated into the project design and amenities, and utilizing Low Impact Development techniques.

Policy CSI-4.5 **Drainage System Mitigation.** In accordance with the City's performance standards for drainage facilities mandated by Measure C, require any significant impacts on local and regional storm drain systems associated with proposed development or redevelopment to be mitigated including the preparation of downstream drainage mitigation plans when appropriate to the scale and location of the project.

Policy CSI-4.6 **Aesthetic Design.** Require use of landscaped swales and detention areas that provide percolation to the greatest extent possible using best management practices in order to

promote sensitive and aesthetic design solutions for retaining on-site the incremental increases in runoff from a development site.

Policy CSI 4.10 Low Impact Development. Limit disruption of natural hydrology by reducing impervious cover, increasing on-site infiltration, and managing stormwater runoff at the source. Use the following principles in development design:

1. On undeveloped sites proposed for development, promote on-site stormwater infiltration through design techniques such as pervious paving, draining runoff into bioswales or properly designed landscaped areas, preservation of natural soils and vegetation, and limiting impervious surfaces;
2. On previously developed sites proposed for major alteration, provide stormwater management improvements to restore natural infiltration to the extent practicable;
3. Provide flexibility for design standards on impervious surfaces when it can be shown that such reductions will not have a negative impact and will provide the benefits of stormwater retention, groundwater infiltration, reduction of heat islands, enhancement of habitat and biodiversity, and other environmental benefits.
4. Encourage and promote the use of new materials, Best Management Practices, and technology for improved stormwater management, such as pervious paving, green roofs, rain gardens, and vegetated swales.
5. Integrate detention and retention basins into the landscape design of development sites using methods such as a network of small ephemeral swales treated with attractive planting.
6. Discourage the use of mounded turf and lawn areas that drain onto adjacent sidewalks and parking lots; replace these areas with landscape designs that retain runoff and allow infiltration.

5.16.4.2 Stormwater Drainage Environmental Setting

The City of Hemet maintains Salt Creek and all non-master-planned stormwater facilities with diameters less than 36 inches as part of its citywide stormwater drainage system (City of Hemet, 2012).

The existing site is vacant and currently undeveloped partially graded land. As described in the Hydrology Report prepared for the Project (included as Appendix N), minimal impervious surfaces exist on-site. Topographically, the Project site is relatively flat, with an approximately 2-foot elevation differential. The flow moves from the east side of the site to the west and ponds at the west and northwest corner near Florida Avenue. Areas draining directly to the site are primarily impervious surfaces, including, a solar farm directly to the east.

5.16.4.3 Stormwater Drainage Thresholds of Significance

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

UT-5 Require or result in the construction of new stormwater drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects.

5.16.4.4 Stormwater Drainage Methodology

The evaluation of stormwater drainage infrastructure quantifies the amount of impervious surfaces and stormwater runoff that would be generated by the proposed Project and identifies if the existing stormwater drainage infrastructure would accommodate runoff from the Project. The evaluation identifies if expansions

would be required to serve the proposed development, and if those expansions have the potential to result in an environmental impact.

5.16.4.5 Stormwater Drainage Environmental Impacts

IMPACT UT-5: WOULD THE PROJECT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW DRAINAGE FACILITIES, OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?

Less than Significant Impact. Drainage characteristics off-site would remain similar to the existing condition, with the overall subarea boundary and flow paths slightly altered due to the extension of Cawston Avenue east of the site boundary. The flow collected along the road extension would be conveyed north to Acacia Avenue and then to Florida Avenue (Appendix I). Runoff on-site would be transferred into a detention/infiltration basin at the western boundary of the Project site. Stormwater will be collected through roof drains and grate inlets/catch basins and would discharge into the on-site infiltration basin. The basin would be used to retain and infiltrate the proposed Project stormwater runoff. The proposed Project would also implement a series of on-site storm drains, connecting and directing flows to the infiltration basin. Additionally, any overflows from storm events larger than site designs would be discharged to Florida Avenue via an emergency spillway. The flows would be conveyed west to the interim local drainage systems. Those flows would eventually join the Hemet Storm Channel.

Due to the appropriate sizing of the on-site drainage features, as ensured through the Project permitting process, the operation of the proposed Project would not substantially increase stormwater runoff, and the Project would not require or result in the construction of new off-site stormwater drainage facilities or expansion of existing off-site facilities, the construction of which could cause significant environmental effects.

Furthermore, the impacts associated with the Project's proposed on-site stormwater drainage infrastructure are included as part of the construction of the Project. They would not result in any physical environmental effects beyond those identified throughout this EIR. Additionally, all new developments connecting to the system must pay their applicable fair-share development impact fee(s), consistent with Policy CSI-1.4. As such, no environmental impacts would occur specifically related to the Project's proposed stormwater drainage infrastructure. Therefore, Project impacts related to stormwater drainage would be less than significant.

5.16.4.6 Stormwater Drainage Existing Regulations and Plans, Programs, or Policies

Existing Regulations

None.

Plans, Programs, or Policies (PPPs)

None.

5.16.4.7 Stormwater Drainage Project Design Features

None.

5.16.4.8 Stormwater Drainage Level of Significance Before Mitigation

Impact UT-5 would be less than significant.

5.16.4.9 Stormwater Drainage Mitigation Measures

No mitigation measures are required.

5.16.4.10 Stormwater Drainage Level of Significance After Mitigation

No significant and unavoidable adverse impacts related to stormwater drainage would occur.

5.16.5 SOLID WASTE

5.16.5.1 Solid Waste Regulatory Setting

State Solid Waste Regulatory Setting

California Assembly Bill 341

On October 6, 2011, Governor Brown signed AB 341, establishing a State policy goal that no less than 75 percent of solid waste generated be source-reduced, recycled, or composted by 2020; and requiring CalRecycle to provide a report to the Legislature that recommends strategies to achieve the policy goal.

Senate Bill (SB) 1016

This requires that the 50 percent solid waste diversion requirement established by AB 939 be expressed in pounds per person per day. SB 1016 changed the CalRecycle review process for each municipality's IWMP. The CalRecycle Board reviews a jurisdiction's diversion rate compliance in accordance with a specified schedule.

California Green Building Standards (CALGreen)

Section 5.408.1 Construction waste diversion. Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste.

Section 5.410.1 Recycling by occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals, or meet a lawfully enacted local recycling ordinance, if more restrictive.

Local Solid Waste Regulatory Setting

City of Hemet General Plan 2030

The Hemet General Plan includes the following goals, policies, and programs that apply to the Project:

Community Services and Infrastructure Element

Goal CSI-6 **Maintain an adequate and efficient system of collection and disposal of solid waste generated in the City in compliance with California Integrated Waste Management Board requirements.**

Policy CSI-6.2 **Recycling.** Achieve maximum diversion of materials from disposal through the reduction, reuse, and recycling of wastes to the highest and best use.

5.16.5.2 Solid Waste Environmental Setting

CR&R Waste and Recycling Services (CR&R) provides waste and recycling services in the City of Hemet, replacing the City's Integrated Waste Management Division and providing collection services to residential and commercial customers for refuse, recyclables, and green waste. CR&R delivers solid waste and recycling materials that it collects to the Perris Transfer and Material Recovery Facility at 1706 Goetz Road in Perris, California. At this facility, waste collected may be processed or transferred to another site for processing, depending on the type of waste material. At the Perris Transfer and Material Recovery Facility, 150 tons are permitted per day for large-volume in-vessel digestion and 400 tons per day for medium-volume construction/demolition inert debris. The facility can also transfer a maximum throughput of 3,000 tons daily to other facilities and landfills (CalRecycle, 2024). Acceptable waste types for transfer include mixed municipal, construction and demolition waste, green waste, and recyclables. The total amount of permitted mixed municipal waste is 1,950 tons per day.

Solid waste generated by the Project would be disposed of at the El Sobrante, Lamb Canyon, or Badlands Landfill. Each landfill is approximately 36, 11, and 22 roadway miles from the site, respectively. Table 5.16-4 below summarizes the characteristics of each landfill. Based on the average daily tonnage, the three landfills have a combined capacity of approximately 10,779 tpd.

Table 5.16-4: Landfill Capacity

Name	Max Daily Permitted (tpd) [1]	Average Daily Tonnage (tpd)[1]	Available Daily Disposal (tpd)[1]	Closure Date[2]
El Sobrante Landfill	16,054	10,646	5,408	1/1/2051
Lamb Canyon Landfill	5,000	1,969	3,031	4/1/2032
Badlands Landfill	5,000	2,660	2,340	1/1/2059

[1]EPD Solutions Inc, 2024
[2]Source: CalRecycle, 2024

5.16.5.3 Solid Waste Thresholds of Significance

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

UT-6 Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

UT-7 Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

5.16.5.4 Solid Waste Methodology

Solid waste generation from the Project's construction and operation was estimated using a construction and operation waste generation factor from the USEPA and CalEEMod version 2022.1.1, respectively (Appendix B). Solid waste volumes were then compared with recent estimates of the landfill's remaining disposal capacity serving the City. In addition, potential impacts related to compliance with solid waste regulations were evaluated by identifying how the proposed Project would implement the relevant requirements.

5.16.5.5 Solid Waste Environmental Impacts

IMPACT UT-6: WOULD THE PROJECT GENERATE SOLID WASTE IN EXCESS OF STATE OR LOCAL STANDARDS, OR IN EXCESS OF THE CAPACITY OF LOCAL INFRASTRUCTURE, OR OTHERWISE IMPAIR THE ATTAINMENT OF SOLID WASTE REDUCTION GOALS?

Less than Significant Impact. The proposed Project would subdivide the 60.86-acre site into four parcels. Each parcel would be developed with an industrial warehouse facility (four warehouse buildings total) with a total building area of 1,129,894 SF and associated on-site infrastructure. Additional improvements to the site would include landscaping, sidewalks, utility connections, stormwater facilities, and pavement of parking areas and drive aisles. Therefore, the proposed Project would result in a new development that would generate more solid waste.

All solid waste-generating activities within the city are subject to the requirements set forth in CALGreen, which requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341, which requires diversion of a minimum of 75 percent of operational solid waste. Implementing the proposed Project would be consistent with all State regulations, as ensured through the County's development Project permitting process.

As discussed above, solid waste generated by the Project would be transferred and disposed of at the Perris Transfer and Material Recovery Facility. The facility is permitted to accept 150 tons per day for large volume in-vessel digestion, 400 tons per day for medium volume construction/demolition inert debris processing and can also transfer a maximum throughput of 3,000 tons per day of solid waste to other facilities and landfills. In January 2023, the facility received 28,537 tons of waste for transfer, with an average tonnage of 921 tons per day (CalRecycle, 2024). Thus, the facility had an additional capacity of 2,079 tons per day.

Construction

The proposed Project does not involve demolishing existing structures; however, Project construction would generate solid waste from construction packing and discarded materials. Utilizing a construction waste factor of 3.89 pounds per square foot (USEPA, 1998), the construction of the proposed Project would generate approximately 2,198 tons of waste. As previously mentioned, CALGreen requires demolition and construction activities to recycle or reuse at least 65 percent of the nonhazardous construction and demolition waste. Thus, construction activities would generate approximately 769 tons of solid waste, which would need to be disposed of at the landfill. As described in Section 3.0, *Project Description,* construction activities would occur over 14 months. This equates to approximately 2.1 tons of debris per day, which is within the capacity of the Perris Transfer and Material Recovery Facility. In addition, the anticipated construction solid waste generation is within the capacity of the other landfills, as listed in Table 5.16-4 above. Therefore, the landfill would accommodate construction waste generated by the proposed Project and would not result in excess waste.

Operation

The *Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report* prepared for the proposed Project (Appendix B) uses a default CalEEMod operational solid waste generation factor of 0.94 tons per 1,000 square feet per year for industrial uses. Based on this generation factor, the operation of the Project would generate approximately 1,062 tons of solid waste per year. As described above, at least 75 percent of the operational solid waste is required by California law to be recycled, reducing the volume of landfilled solid waste to approximately 265.53 tons per year, 5.11 tons per week, or 0.73 tons per day.

As described above, the Perris Transfer and Material Recovery Facility has an additional daily capacity of 2,079 tons. Therefore, solid waste generated by the Project would represent 0.04 percent of the transfer

facility's capacity. In addition, the landfills listed in Table 5.16-4 above have a daily capacity of approximately 10,779 tpd. Therefore, solid waste generated by the Project would represent 0.01 percent of the landfill's capacity. As a result, operational waste generated by the proposed Project would be accommodated by the landfill, and the proposed Project would not result in excess solid waste. Construction and operational impacts related to solid waste would be less than significant.

IMPACT UT-7: WOULD THE PROJECT COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?

No Impact. As described previously, the proposed Project would generate an increased amount of solid waste. All solid waste-generating activities within the City are subject to the requirements outlined in Section 5.408.1 of CALGreen, which requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341, which involves diversion of a minimum of 75 percent of operational solid waste.

The proposed Project would comply with all standards related to solid waste diversion, reduction, and recycling during construction and operation, which would be verified through the City development permitting process. Therefore, impacts would not occur.

5.16.5.6 Solid Waste Existing Regulations and Plans, Programs, or Policies

The following existing regulations would reduce potential impacts related to solid waste:

Assembly Bill 347 (Chapter 476, Statues of 2011).
California Code of Regulations Title 24, Part 11, California Green Building Standards Code.

5.16.5.7 Solid Waste Project Design Features

Existing Regulations

None.

Plans, Programs, or Policies (PPPs)

None.

5.16.5.8 Solid Waste Level of Significance Before Mitigation

Impact UT-6 would be less than significant, and Impact UT-7 would have no impact.

5.16.5.9 Solid Waste Mitigation Measures

No mitigation measures are required.

5.16.5.10 Solid Waste Level of Significance After Mitigation

With compliance to existing regulatory programs, the impacts associated with solid waste would be less than significant. No significant and unavoidable adverse impacts related to solid waste would occur.

5.16.6 DRY UTILITIES

5.16.6.1 Dry Utilities Regulatory Setting

Dry Utilities State Regulatory Setting

Title 24, Part 11, California Green Building Standards

California Code of Regulations (CCR) Title 24 is updated every three years. The most recent update is the 2025 Code, effective January 1, 2026. Title 24, Part 11, California Green Building Standards Code (CALGreen) includes regulations for energy efficiency, water efficiency and conservation, material conservation and resource efficiency, environmental quality, and more. The 2025 CALGreen standards that apply to the proposed Project include, but are not limited to, the following:

> ***Electric Vehicle (EV) charging stations.*** *The 2025 CALGreen Code requires new development to include infrastructure to support electric vehicle charging. Nonresidential EV charging requirements, including the number of EV-capable, EV-ready, and EV supply equipment (EVSE) spaces, are specified in Table 5.106.5.3.1 and implemented through Sections 5.106.5.3 and 5.106.5.3.2 of the 2025 California Green Building Standards Code. Additional provisions, including medium- and heavy-duty EV requirements, are set forth in Table 5.106.5.5.1 and related sections.*

Local Dry Utilities Regulatory Setting

City of Hemet General Plan 2030

The Hemet General Plan includes the following goals, policies, and programs that apply to the Project:

Community Services and Infrastructure Element

Goal CSI-5 **Facilitate the provision and maintenance of adequate systems to provide and conserve natural gas, electricity, and telecommunications systems.**

Policy CSI-5.4 **Solar Energy.** Encourage new buildings to maximize solar access to promote passive solar energy use, natural ventilation, effective use of daylight, an on-site solar generation.

Policy CSI-5.5 **Energy Efficient Design.** Encourage the efficient use of energy resources by residential, commercial, and industrial users by requiring project proposals to incorporate energy efficient products and techniques into their designs in accordance with adopted California Green Building Standards Code standards and other adopted development standards.

Policy CSI-5.8 **Agency Coordination.** Provide early notification to utility companies regarding new development to ensure that services will be available in a timely manner, and encourage developers of large scale or complex developments to contact local utilities early in the process to insure that projected energy and utility demands will be able to be accommodated.

5.16.6.2 Dry Utilities Environmental Setting

Electricity

SCE provides electric power to more than 15 million persons within its 50,000 square mile service area. Based on SCE's 2024 Power Content Label Mix, SCE derives electricity from varied energy resources

including: natural gas, solar power generation, wind farms, nuclear power plants, hydroelectric generators, and geothermal power plants. SCE also purchases power from open market transactions, which do not have identifiable sources (SCE, 2025). Existing electricity utilities exists throughout the Specific Plan Area.

Natural Gas

The Project site is within Southern California Gas Company's (SoCal Gas) service area. However, the proposed Project would not use natural gas.

Telecommunications

Telecommunications would be provided to the Project site by a private company on an as-needed basis. Overhead utility lines currently exist on West Acacia Avenue, adjacent to the Project site.

5.16.6.3 Dry Utilities Thresholds of Significance

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

UT-8 Require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects.

5.16.6.4 Dry Utilities Methodology

The evaluation of utilities identifies if utility demand from the Project would be accommodated via existing utility infrastructure available to the Project. The evaluation identifies if expansions would be required to serve the proposed development and if those expansions would have the potential to have an environmental impact.

5.16.6.5 Dry Utilities Environmental Impacts

IMPACT UT-8: WOULD THE PROJECT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF A NEW OR EXPANDED ELECTRIC POWER, NATURAL GAS, OR TELECOMMUNICATIONS FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?

Less than Significant Impact. Implementation of the proposed Project would generate demand for electricity and telecommunications facilities.

Electric Power: The Project would connect to the existing Southern California Edison electrical distribution facilities adjacent to the Project site and would not require the construction of new electrical facilities. The City of Hemet requires that new projects install underground connections and connect to underground existing power when practical, based on the size of the lines. Adequate industrial electricity supplies are available to meet the incremental increase in demand attributed to the Project. Provision of electricity to the Project site is not anticipated to require or result in the construction of new facilities or the expansion of existing facilities, the construction or relocation of which would cause significant environmental impacts to electricity. Impacts would be less than significant.

Natural Gas: Natural gas is provided through a network of gas transmission pipelines and distributed through existing mains, which can be extended to serve new projects. However, the proposed Project would not require the use of natural gas. Therefore, no impacts related to natural gas infrastructure are expected to occur.

Telecommunications: The proposed Project would connect to the existing telecommunication lines along West Acacia Avenue, which would be provided to the Project by a private company on an as-needed basis. As such, the proposed Project is not anticipated to require or result in the construction of new communications facilities or the expansion of existing facilities. Impacts would be less than significant.

The Project applicant would coordinate with each utility company to ensure utility improvements occur according to standard construction and operation procedures administered by the California Public Utilities Commission. Each utility system is available along West Acacia Avenue, and excavation would be required to underground these lines and connect to the Project site. Since the Project site encompasses the footprint of proposed utility improvements, impacts associated with such improvements have been addressed throughout this EIR and mitigated to the extent feasible as applicable. Therefore, potential impacts associated with utilities, including electricity, natural gas, and telecommunications systems, would be less than significant, and no mitigation is required.

5.16.6.6 Dry Utilities Existing Regulations and Plans, Programs, or Policies

Existing Regulations

The following existing regulations would reduce potential impacts related to dry utilities:

California Code of Regulations Title 24, Part 11, California Green Building Standards Code.

Plans, Programs, or Policies (PPPs)

None.

5.16.6.7 Dry Utilities Project Design Features

None.

5.16.6.8 Dry Utilities Level of Service Before Mitigation

Impact UT-8 would be less than significant.

5.16.6.9 Dry Utilities Mitigation Measures

No mitigation measures are required.

5.16.6.10 Dry Utilities Level of Significance After Mitigation

No significant and unavoidable adverse impacts related to dry utilities would occur.

5.16.7 CUMULATIVE IMPACTS

Water: Cumulative water supply impacts are considered on a water purveyor basis and are associated with the capacity of the infrastructure system and the adequacy of the water purveyor's infrastructure and primary sources of water, including groundwater, surface water, and purchased or imported water.

As described previously, The Project site is currently served by the EMWD water utility and will connect to the existing water infrastructure. The proposed Project would install a 2-inch domestic water line and a 12-

inch fire water line on-site to connect to the existing 12-inch diameter water line in West Acacia Avenue. The construction activities related to the new water infrastructure required to serve the proposed Project are included as part of the Project and would not result in any physical environmental effects beyond those identified throughout this Draft EIR. For example, analysis of construction emissions for excavation and installation of the water infrastructure is included in Sections 5.2, *Air Quality,* and *5.7, Greenhouse Gas Emissions*. Thus, potential cumulative impacts from off-site water system expansions would not be generated by the proposed Project.

As discussed above, the Project would increase water demand of 37.52 AFY. Since this is well within the estimates provided for the Project site in the EMWD's UWMP, it is anticipated that existing and future water entitlements from groundwater, surface water, and purchased or imported water sources, plus recycling and conservation, would be sufficient to meet the proposed Project's demand in addition to forecast demand for EMWD's entire service area. As a result, the Project would not result in a cumulatively considerable increase in water supply demands that would require new or expanded entitlements, and cumulative impacts would be less than significant.

Wastewater: Cumulative wastewater infrastructure impacts are considered systemwide and are associated with the overall capacity of existing and planned infrastructure. The cumulative system evaluated includes the sewer system that serves the Project site and conveys wastewater to the San Jacinto Valley RP.

As described previously, the sewer system and wastewater treatment plant would have sufficient capacity to handle the increased flows resulting from the implementation of the proposed Project. The continued regular assessment, maintenance, and upgrades of the sewer system by the EMWD would reduce the potential of cumulative development projects to result in a cumulatively substantial increase in wastewater such that new or expanded facilities would be required. Additionally, the Project is able to connect to existing facilities. Thus, increases in wastewater in the sewer system from implementation of the proposed Project would result in a less-than-significant cumulative impact.

Stormwater: The geographic scope for cumulative impacts related to stormwater drainage includes the area served by the existing stormwater infrastructure within the Project area, from capture of runoff through final discharge points. As described above, the proposed Project includes the installation of a subsurface storm drain system that would flow directly into the on-site proposed detention/infiltration system located within the eastern boundary of the Project site. Additionally, any overflows from storm events larger than site designs would be discharged to Florida Avenue via an emergency spillway and the flows would be conveyed west to interim local drainage systems. Those flows would eventually join the Hemet Storm Channel. In addition; to State and regional regulations that require development projects to maintain pre-project hydrology, no net increase in off-site stormwater flows would occur. RWQCB permit conditions require a hydrology/drainage study to demonstrate that all runoff would be appropriately conveyed and that the Project site would not be left at rates exceeding pre-project conditions prior to receipt of necessary permits. As a result, increases in runoff from cumulative projects that could combine to impact stormwater drainage capacity with the proposed Project would not occur, and cumulative impacts related to stormwater drainage infrastructure would be less than significant.

Solid Waste: The geographic scope of the cumulative analysis for landfill capacity is the service area for the Perris Transfer and Material Recovery Facility, which serves the Project site. The projections of future landfill capacity based on the entire projected waste stream destined for these landfills are used for cumulative impact analysis. The Perris Transfer and Material Recovery Facility has a maximum permitted capacity of 150 tons per day for large volume in-vessel digestion, 400 tons per day for medium volume construction/demolition inert debris processing, and can also transfer a maximum throughput of 3,000 tons per day of solid waste to other facilities and landfills. As of January 2023, the facility received an average tonnage of 921 tons daily (CalRecycle, 2024). The 0.73 tons of solid waste per day from the operation of the Project would represent approximately 0.04 percent of the Perris Transfer and Material Recovery

Facility's daily remaining capacity. In addition, the landfills listed in Table 5.16-4 above have a daily capacity of approximately 10,779 tpd. Therefore, solid waste generated by the Project would represent 0.01 percent of the landfill's capacity. As a result, local landfills would have sufficient capacity to serve the Project and other projects in its service area. Therefore, cumulative impacts would be less than significant.

Dry Utilities: Cumulative dry utilities such as electric power, natural gas, and telecommunications assessment considers the development of the Project in combination with the other development projects within the vicinity of the Project area, as listed in Section 5.0, *Environmental Impact Analysis*, of this Draft EIR. Cumulative impacts related to providing facilities for electricity, natural gas, and communications systems have been evaluated throughout this EIR. As described previously, the Project would not include natural gas and, therefore, would not contribute to cumulative impacts related to natural gas infrastructure. Furthermore, each of the dry utility systems that currently exist in the Project area are available along adjacent roadways. The Project would connect to existing systems and would not require the construction of new or expanded electrical or telecommunication facilities. Therefore, the cumulative impacts associated with the provision of dry utility facilities to serve the proposed Project would be less than significant.

5.16.8 REFERENCES

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6. Other CEQA Considerations

6.1 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS

State CEQA Guidelines Section 15126.2(c) requires an EIR to describe "any significant impacts, including those which can be mitigated but not reduced to a level of insignificance." As described in Section 5.0 of this Draft EIR, implementation of the Project would result in environmental impacts that cannot be reduced to a level below significance after implementation of Project Design Features, regulatory requirements, Plans, Programs, Policies, and feasible mitigation measures. The significant impacts that cannot be mitigated to a level below significance are summarized below.

Greenhouse Gas Emissions

Impact GHG-1, Greenhouse Gas Emissions (Project-level and Cumulative). Construction and operation of the proposed Project (at build-out) would generate a net total of approximately 10,677.6 $MTCO_2e$ per year, thereby exceeding the screening threshold of 3,000 $MTCO_2e$ annually. The proposed Project would implement Mitigation Measures GHG-1 through GHG-10 to minimize impacts to the greatest extent feasible. Mitigation Measures GHG-1 through GHG-4 require energy-efficient light bulbs, water-efficient toilets and urinals, and low-flow faucets, thereby reducing energy and water source GHG emissions. Mitigation Measure GHG-5 mandates the installation of anti-idling signage and regulations for trucks, minimizing idling emissions. Mitigation Measures GHG-6 and GHG-7 require clear signage for trucks to reduce unnecessary driving and optimize traffic flow. Mitigation Measure GHG-8 establishes a transparent complaint system for addressing environmental issues related to noise, dust, and odors. Mitigation Measure GHG-9 requires electric or non-diesel-fueled cargo-handling equipment and electric indoor forklifts. Lastly, Mitigation Measure GHG-10 promotes alternative transportation through transportation demand management programs for employers, encouraging carpooling, cycling, and public transit. However, there is no way to quantify the reductions from implementing Mitigation Measures GHG-1 through GHG-10 in CalEEMod. Although implementation of all the measures would likely decrease Project emissions somewhat, to provide a conservative evaluation of Project impacts, no reductions in emissions are assumed to occur.

Further, no feasible Project measures would substantially reduce vehicular emissions, and more than 79 percent of all GHG emissions (by weight) would be generated by Project mobile sources (vehicle trips). Neither the Project Applicant nor the Lead Agency (City of Hemet) can substantively or materially affect reductions in Project mobile-source emissions. Therefore, though the proposed Project would implement mitigation measures to mitigate its GHG emissions to the maximum extent feasible, impacts related to GHG emissions would be significant and unavoidable on a project-level and cumulative basis.

Impact GHG-2, Conflict with Plan, Policy, or Regulation for Reducing Greenhouse Gas Emissions (Project-level and Cumulative). Despite implementing Mitigation Measure GHG-1 through GHG-10, the proposed Project would have a significant and unavoidable impact from GHG emissions exceeding SCAQMD thresholds. As such, the proposed Project would result in a conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs as it would exceed GHG significance thresholds, and impacts would be significant and unavoidable.

6.2 GROWTH INDUCEMENT

State CEQA Guidelines Section 15126.2(e), *Growth Inducing Impact of the Proposed Project*, requires that an EIR "discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." The CEQA Guidelines also indicate that it must not be assumed that growth in any area is necessarily beneficial,

detrimental, or of little significance to the environment. In general terms, a project may foster spatial, economic, or population growth in a geographic area if it meets any one of the following criteria:

1. Directly or indirectly foster economic or population growth or the construction of additional housing in the surrounding environment;
2. Remove obstacles to population growth;
3. Require the construction of new or expanded facilities that could cause significant environmental effects; or
4. Encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

1. Does the Project directly or indirectly foster economic or population growth, or the construction of additional housing?

Growth-inducing potential of a project will be considered significant if it fosters growth or a concentration of population above what is assumed in master plans, land use plans, or in projections made by regional planning agencies, such as the Southern California Association of Governments (SCAG).

The proposed Project would implement economic activity that would improve the job-household ratio by employing within the primarily residential area of Hemet, which is a benefit of the Project. In addition, the location of the new employment opportunities would be easily accessible from State Route 74 (SR-74) and Sanderson Avenue and accommodate employees in surrounding areas. The proposed Project would contribute to the economic growth of the City of Hemet and its surrounding areas, requiring approximately 612 operational employees. The proposed Project would not directly result in population growth, as it does not propose the construction of housing units. The resulting operational employees may indirectly contribute to population growth; however, this would not be unexpected or constitute substantial unplanned growth.

The northern portion of the Project site has a Hemet General Plan land use designation of Community Commercial (C-C), and the southern portion has a land use designation of Business Park (B-P). The C-C designation covers 23.9 acres of the Project site. It provides general retail, markets, commercial services, restaurants, lodging, commercial recreation, professional offices, and financial institutions at a floor area ratio (FAR) of 0.4. The B-P designation covers 36.96 acres of the Project site and provides for single- and multi-tenant light industrial, flex office, and office uses at a FAR of 0.6. The proposed Project includes a General Plan Amendment (GPA) to modify the City of Hemet General Plan Land Use Plan Map, changing the land use designation for the northern portion of the Project site from C-C to B-P. However, the existing General Plan land use designations already permit the development of industrial uses within the Project site. The GPA is proposed to have a uniform land use and zoning designation throughout the Project site, as it is currently a split zoning for one parcel. Thus, urban growth and population growth of the Project site have been accounted for within the City's General Plan.

Regional population projections from SCAG's 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) indicate that the City of Hemet is expected to experience a 64 percent population increase by 2050 (from 2019) and a 60 percent increase in housing stock by 2050 (from 2019), as detailed in Tables 5.12-1 and 5.12-2 of Section 5.12, *Population and Housing*. Between 2019 and 2050, the City's population is projected to grow at an annual rate of 1,895 residents. As shown in Table 5.12-3, employment in the City of Hemet is expected to increase by 23,500 jobs between 2019 and 2050, a 95 percent increase, equivalent to 1,175 employees annually. Based on these growth projections, full buildout of the proposed Project would represent approximately 2.6 percent of projected employment growth within the City of Hemet. While the proposed Project would contribute to employment growth through the proposed development within the Project site, projected increases in employment from the Project are well within SCAG's 2020-2045 RTP/SCS increases.

The proposed Project is anticipated to cause indirect economic growth as it would generate revenue for the City through taxes generated by the development. Additionally, employees (short-term construction and long-term operational employees) from the Project site would purchase goods and services in the region. However, any indirect increase in employment growth associated with meeting these incremental demands would be marginal, as existing providers in Hemet could accommodate these goods and services.

The proposed Project is highly unlikely to result in any new or additional physical environmental impacts due to the availability of existing and planned commercial and retail services in the surrounding C-C designated areas, which can adequately serve Project employees. Cumulative projects within the City are discussed in Section 5.0, *Environmental Impact Analysis*. In addition, areas surrounding the Project site are designated for C-C, B-P, Low-Density Residential, and Airport, under the cumulative development proposed in the City until 2035. Future growth opportunities in the City could potentially include commercial and retail services and have already been projected for such growth as SCAG utilized the General Plan for their population growth estimates. As such, it is highly unlikely that immediate additional commercial or retail services would be required to meet Project demands.

In addition, the proposed Project would create jobs, a majority of which could likely be filled by residents in the cities of Hemet, San Jacinto, and the surrounding unincorporated Riverside County areas. Employees would live in housing either already built or currently planned for development in the cities of Hemet, San Jacinto, or unincorporated Riverside County and the surrounding areas. Because it is anticipated that most of the future employees from implementation of the Project would already be living in the Inland Empire area, including both Riverside and San Bernardino Counties, the Project's introduction of employment opportunities would not induce substantial growth in the area and cause the need for additional housing. The City of Hemet is also a housing-rich community, as discussed in the General Plan, so if small numbers of employees were to relocate to the City, there would be sufficient housing to meet the demand.

The unemployment rate in the City of Hemet as of April 2026 was 6.6 percent, and the County of Riverside was 4.9 percent (EDD, 2026). Most of the new jobs that would be created by the proposed Project would be positions that do not require a specialized workforce, and this type of workforce exists in the City of Hemet and surrounding communities. As discussed in further detail in Section 5.12, *Population and Housing,* the transportation and warehousing and utilities industries account for the third-largest employment sector within the City of Hemet. Given the existing unemployment levels and the availability of a local workforce, it is anticipated that residents of the City of Hemet and surrounding communities would fill the new jobs created by the proposed Project. As a result, the Project is not expected to induce a significant influx of new labor into the region or create a need for additional housing. In addition, the City of Hemet had a housing vacancy rate of 7.5 percent (2,794 housing units) in 2026. Therefore, if a portion of employees relocate from outside the City, there is sufficient housing inventory available within the City (DOF, 2026). Thus, the proposed Project would not result in the influx of new labor to serve the increased economic activities that would result from the implementation of the Project.

2. Does the Project remove obstacles to population growth?

Eliminating a physical obstacle to growth is considered to have a growth-inducing impact. A physical obstacle to growth typically involves the lack of public service infrastructure. The proposed Project would induce growth if it provided public services or infrastructure with excess capacity to serve lands that would otherwise not be developable.

In addition, the development of the proposed Project would require the expansion of infrastructure to serve the proposed uses at the site, including the installation of new onsite water, sewer, and stormwater drainage lines as well as improved roadways as outlined in Section 3.0, *Project Description*. The improvements would serve only the operations of the proposed development and have not been sized to accommodate developments offsite. The proposed Project would include the development of driveways and roadway

improvements within the Project site frontage to provide adequate access and circulation for passenger automobiles and truck traffic. The proposed Project would include the buildout of Cawston Avenue, south of West Acacia Avenue to the northern boundary of the Project site, and the construction and improvement of sidewalks along the Project's frontage on West Acacia Avenue and Cawston Avenue. However, the extension of Cawston Avenue would terminate in a cul-de-sac at the southern boundary of the Project site. Therefore, the proposed Project does not include roadway extensions into undeveloped areas that could facilitate additional growth and development. Therefore, the proposed Project would not result in significant growth-inducing impacts.

3. Does the proposed Project require the construction of new or expanded facilities that could cause significant environmental effects?

Growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public services that require the construction of new public service facilities or if it can be demonstrated that the potential growth significantly affects the environment in some other way.

The proposed Project would slightly increase the demand for fire protection emergency response and police protection due to the increase in development and people at the Project site. However, as described in Section 5.13, *Public Services*, the proposed Project would not require the development of additional facilities or expansion of existing facilities to maintain existing levels of service for public services. Based on service ratios and build-out projections, the proposed Project would not create a demand for services beyond the capacity of existing facilities. Therefore, the proposed Project would not have significant growth-inducing consequences that would require the need to expand public services to maintain desired levels of service.

4. Does the Project encourage or facilitate other activities that could significantly affect the environment, either individually or cumulatively?

Like the surrounding cities and unincorporated areas, the City of Hemet is transitioning from its historical reliance on low-density residential and agricultural uses to more intensive industrial and urbanized uses. This shift aligns with the City of Hemet General Plan and is evident in the construction of various industrial, commercial, and residential developments, as well as other projects outlined in Table 5-1, *Cumulative Projects List*. The Project site has been long planned for urban use by the general plan. The Project site is located within an area that is predominantly developed and has a variety of land uses surrounding the Project site. Land uses north of the Project site include a shopping center, mobile home park, and auto center. Land uses west of the Project site include a mobile home park. Land uses south of the Project site include Hemet-Ryan Airport. Land uses east of the Project site includes a solar photovoltaic farm and undeveloped land. Areas surrounding the project site are planned for growth according to the General Plan and are designated as B-P, CC, Airport, and Low-Density Residential. Therefore, the area is equipped to handle the planned increase in development, and the proposed Project would not result in any additional environmental impacts beyond those forecasted under the City's General Plan. The proposed Project would not individually or cumulatively encourage or facilitate substantial growth.

Based on the foregoing analysis, the proposed Project would not directly or indirectly result in substantial, adverse growth-inducing impacts.

6.3 SIGNIFICANT IRREVERSIBLE EFFECTS

State CEQA Guidelines require the EIR to consider whether "uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely…. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified" (CEQA Guidelines Section 15126.2(d)). "Nonrenewable resource" refers to

the physical features of the natural environment, such as land, waterways, mineral resources, etc. These irreversible environmental changes may include current or future uses of non-renewable resources and secondary or growth-inducing impacts that commit future generations to similar uses.

Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment to nonrenewable resources;
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project or
- The proposed irretrievable commitments of nonrenewable resources are not justified (e.g., the project involves wasteful energy use).

The Project would result in or contribute to the following irreversible environmental changes:

- Lands in the Project site would be committed to warehousing and industrial use once the proposed buildings are constructed. Secondary effects associated with this irreversible commitment of land resources include:
    - Changes in views associated with the construction of the new buildings and associated development (Section 5.1, *Aesthetics)*;
    - Increased traffic on area roadways (see Section 5.14, *Transportation*);
    - Emissions of air pollutants and greenhouse gas emissions associated with Project construction and operation (see Section 5.2, *Air Quality*, and Section *5.7*, *Greenhouse Gas Emissions*);
    - Consumption of non-renewable energy associated with the construction and operation of the proposed Project due to the use of automobiles, trucks, lighting, heating, and cooling systems, appliances, etc. (see Section *5.5*, *Energy*); and
    - Increased ambient noise associated with increased activities and traffic from the Project (see Section 5.11, *Noise*).
- Construction of the proposed Project as described in Section 3.0, *Project Description*, would require using energy produced from non-renewable resources and construction materials.

Regarding energy usage from the proposed Project, as demonstrated in the analyses contained in Section *5.4*, *Energy*, the proposed Project would not involve wasteful or unjustifiable use of non-renewable resources, and conservation efforts would be enforced during the construction and operation of the proposed development. The proposed development would incorporate energy-generating and conserving Project Design Features, including those required by the California Green Building Standards Code (CALGreen), which specifies green building standards for new developments. In addition, as listed in Section 3.0, *Project Description,* Section *5.5, Energy*, and Section *5.7*, *Greenhouse Gas Emissions*, the proposed Project would include sustainability features in line with Title 24 requirements as well as Mitigation Measures GHG-1 through GHG-10, that result in additional energy efficiency. Project-specific information related to energy consumption is provided in Section 5.4, *Energy*, of this EIR.

6.4 REFERENCES

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7. Effects Found Not Significant

CEQA Guidelines Section 15126.2(a) states that "[a]n EIR shall identify and focus on the significant environmental effects." While preparing this EIR, the Project was determined to have no potential to result in significant impacts under five environmental issue areas: agriculture and forestry resources, mineral resources, population and housing, recreation, and wildfire. Therefore, these issue areas were not required to be analyzed in detail in EIR Section 5.0, *Environmental Impact Analysis*.

CEQA Guidelines Section 15128 requires that an EIR contain a brief statement indicating the reasons why various possible effects of a project were determined not to be significant and, therefore, were not discussed in detail in the EIR. As allowed by CEQA Guidelines Section 15128, statements related to the above-listed topic areas are presented below.

7.1 AREAS OF PUBLIC CONCERN

During the Notice of Preparation (NOP) and Initial Study public review period, comments were received from agencies, organizations, and members of the public regarding potential environmental effects associated with the proposed Project related to agricultural resources. The comments reflected concerns regarding the following topics:

- Concern that the Project site has special soil and water which has much of its lands designated as Prime Farmland, Farmland of State and Local Importance as well as Unique Farmland.

These comments were reviewed and considered during preparation of this Draft EIR. The issues raised by agencies, organizations, and members of the public are addressed through the analysis presented in this section and informed by the relevant technical studies and supporting documentation prepared for the proposed Project.

Where applicable, the analysis in this section:

- Evaluates the potential for the Project to result in the environmental effects identified in public comments.
- Incorporates standard regulatory requirements, design features, and/or mitigation measures intended to reduce potential impacts, and
- Provides additional explanation regarding the basis for impact determinations in response to issues raised during the public review process.

It is important to note that while all comments received during the public review process were reviewed and considered, the determination of significance under CEQA is based on substantial evidence in the record, including technical studies, applicable thresholds of significance, and regulatory requirements. In certain instances, concerns raised during public review reflect issues that are broader policy considerations or site-specific preferences; however, this Draft EIR focuses on impacts to the physical environment as defined under CEQA Guidelines Section 15382.

7.2 AGRICULTURE AND FOREST RESOURCES

The Project site is not designated as Prime, Unique, or Farmland of Statewide Importance. The California Department of Conservation (DOC) Farmland Mapping and Monitoring Program identifies the Project site as "Farmland of Local Importance." Per Section 21060.1 of the CEQA Guidelines, Farmland of Local Importance is excluded from the definition of Agricultural land. Urban and built-up land, as well as small

patches of Farmland of Local Importance, surround the Project site. Additionally, the Project site was previously designated and utilized for agricultural purposes; however, it is currently zoned as BP (Business Park) and C-2 (General Commercial) by the City of Hemet zoning map. The current zoning designations and proposed designation of BP do not allow for agricultural uses, and no agricultural uses are expected to occur. As such, implementing the proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.

Furthermore, Exhibit 4.2-1, *Farmland*, of the City of Hemet General Plan EIR illustrates the location of land under Williamson Act contracts in the planning area; however the Project site is not designated as being under a Williamson Act contract. Thus, the proposed Project would not conflict with a land conservation contract, and its implementation has no potential to conflict with existing zoning for agricultural use.

Additionally, as described above, the Project site is designated BP and C-2 and is not zoned for forest land, timberland, or Timberland Preserve Zone (TPZ), nor is it surrounded by forest land, timberland, or Timberland Production land. Therefore, implementation of the Project has no potential to conflict with or cause the rezoning of any areas currently zoned as forest, timberland, or Timberland Production and would not result in rezoning any such lands. As such, no impact would occur. Overall, implementing the proposed Project would not result in the loss of forest land or the conversion of forest land into non-forest use.

7.3 MINERAL RESOURCES

The California Department of Conservation identifies sites to which continuing access is important to satisfying the region's and the state's mineral production needs. The relative importance of potential mineral resource sites is indicated by inclusion in one of four Mineral Resource Zones (MRZ):

- MRZ-1: No mineral resources
- MRZ-2: Significant resource area (quality and quantity known)
- MRZ-3: Significant resource area (quality and quantity unknown)
- MRZ-4: No information (applies primarily to high-value ores)

According to the City of Hemet General Plan EIR and the California Department of Conservation's Mineral Land Classification map, no land within the City of Hemet is designated as MRZ-2, the designation of which indicates the presence of known mineral resources (City of Hemet, 2012). Major portions of the city are designated as MRZ-3, except for the eastern and southern ends, which have not been studied under the SMARA Mineral Land Classification system. The Project site does not include any known locally significant mineral resource as delineated on a local General Plan, Specific Plan, or other land use plan for mineral resource recovery sites.

The Project site is currently undeveloped and vacant land, zoned BP and C-2, which does not allow for the extraction of mineral resources. The site does not currently support mining, and historical uses of the Project site have not included mineral extraction. The Project proposes the construction of four industrial warehouse buildings with no planned mining operations. Therefore, the proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the State, and no impact would occur. Additionally, no mineral resource recovery sites are on or near the Project site. Thus, the Project would not lose the availability of mineral resources, including locally important mineral resource recovery sites. No impact on mineral resources would occur from the implementation of the proposed Project.

7.4 RECREATION

Existing parks within the city include 16 parks on approximately 700.25 acres (City of Hemet, 2012b). The City of Hemet has established and maintains a park ratio of 5.0 acres of developed parkland for every 1,000 residents. The parks and recreation facilities closest to the Project site include David R Oltman Community Park at 985 Cawston Avenue North (approximately 1.5 miles from the Project site), Gibbel Park at 2350 West Latham Avenue (approximately 1.5 miles from the Project site), and Mary Henley Park at 11501 Cypress Avenue East (approximately 1.6 miles from the Project site). Changes in housing and population determine the demand for parks and recreation. At an estimated population of 91,479 in 2026, the ratio of existing parkland acres per 1,000 residents is 7.65 (DOF, 2026).

In this case, the proposed Project is industrial, and no new residents or housing would be introduced to the site. The Implementation of the proposed Project would not directly increase housing or population, as it does not propose any residential use or other land use that typically causes an increase in demand for and use of existing neighborhood parks and other citywide recreational facilities. As described in Section 5.12, *Population and Housing*, the proposed Project would not result in an influx of new residents, as the employees needed to operate the Project are primarily anticipated to come from the unemployed labor force in the City and surrounding communities. The employees that would fill these roles are expected to come from the region, as the unemployment rate of the City of Hemet as of April 2026 was 6.6 percent, and the County of Riverside was 4.9 percent (EDD, 2026). Additionally, the City of Hemet and Riverside County are both housing-dense areas, meaning that more housing is provided than employment opportunities. Therefore, it is possible that residents in the City of Hemet commute to other incorporated cities or other counties for employment. Due to these levels of unemployment and housing density, it is anticipated that new employees at the Project site would already reside within commuting distance and would not generate a need for any housing. Although new employees may occasionally increase the use of existing local, neighborhood, and regional parks, employees' use would be at their already established and frequented recreational facilities. It would, therefore, not result in accelerated deterioration of these facilities such that the construction or expansion of recreational facilities would be necessary. Thus, the proposed Project would not generate a substantial population that would significantly increase the use of recreation facilities, nor would it require the construction of new or expansion of existing recreational facilities. Thus, impacts related to recreation would not occur.

7.5 WILDFIRE

According to the CAL FIRE Fire Hazard Severity Zone (FHSZ) Maps and Figure 6.4, *Wildland Fire Severity Zone*, in the City's General Plan Public Safety Element, the Project site is not within a State Responsibility Area (SRA) or in a Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE, 2026). The Project site is also not located within a High or Moderate FHSZ. Therefore, the potential for wildfire within and near the Project site is relatively low. Additionally, the proposed Project would provide adequate emergency access to the site via four ingress and egress driveways from the existing West Acacia Avenue and the Cawston Avenue buildout. The proposed Project does not include any characteristics (e.g., permanent road closures or long-term blocking of road access) that would substantially impair or otherwise conflict with an emergency response plan or evacuation plan such as the City of Hemet's or Riverside County Emergency Operations Plans and the Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan. The City of Hemet does not have a designated City evacuation route; however, the proposed Project would not obstruct or alter any transportation routes that could be used as evacuation routes during emergency events, such as Florida Avenue. Construction activities, including driveway construction and utility connections, may require the temporary closure of one side or portions of West Acacia Avenue but would not impede emergency operations.

The proposed Project must design and construct internal access and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the City's Municipal Code. The City of Hemet Fire Department would review the development plans prior to approval to ensure adequate emergency access under the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), included in the City's Municipal Code. Therefore, implementing the Project would not exacerbate wildfire hazard risks or expose people or the environment to adverse environmental effects related to wildfires.

7.6 REFERENCES

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8. Alternatives

This section addresses alternatives to the proposed Project and describes the rationale for including them in the Draft EIR. It also discusses the environmental impacts associated with each alternative and compares the relative impacts of each alternative to those of the proposed Project. In addition, this section describes the extent to which each alternative meets the Project objectives.

8.1 INTRODUCTION

Identifying and analyzing alternatives to a project is a fundamental part of the environmental review process pursuant to CEQA. Public Resources Code (PRC) Section 21002.1(a) establishes the need to address alternatives in an EIR by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, "the purpose of an environmental impact report is […] to identify alternatives to the project."

Pursuant to State CEQA Guidelines Section 15126.6(a), an EIR must describe a reasonable range of alternatives to a proposed project or to a project's location that would feasibly avoid or lessen its significant environmental impacts while attaining most of the proposed project's objectives. State CEQA Guidelines Section 15126.6(b) emphasizes that the selection of project alternatives be based primarily on the ability to reduce impacts relative to the proposed project. In addition, State CEQA Guidelines Section 15126.6(e)(2) requires the identification and evaluation of an "Environmentally Superior Alternative."

Pursuant to State CEQA Guidelines Section 15126.6(d), the discussion of each alternative presented in this Draft EIR section is intended "to allow meaningful evaluation, analysis, and comparison with the proposed project." As permitted by CEQA, the significant effects of each alternative are discussed in less detail than those of the proposed Project but in enough detail to provide perspective and allow for a reasoned choice among alternatives to the proposed Project.

In addition, the "range of alternatives" to be evaluated is governed by the "rule of reason" and feasibility, which requires the Draft EIR to set forth only those alternatives that are feasible and necessary to permit an informed and reasoned choice by the lead agency and to foster meaningful public participation (State CEQA Guidelines Section 15126.6(f)). CEQA generally defines "feasible" as an alternative that can be accomplished within a reasonable time, considering economic, environmental, social, technological, and legal factors, as well as other relevant considerations (State CEQA Guidelines Sections 15091(a)(3), 15364).

Based on the CEQA requirements described above, the alternatives addressed in this Draft EIR were selected in consideration of one or more of the following factors:

- The extent to which the alternative could avoid or substantially lessen any of the identified significant environmental effects of the proposed Project;
- The extent to which the alternative could accomplish the objectives of the proposed Project;
- The potential feasibility of the alternative;
- The appropriateness of the alternative in contributing to a "reasonable range" of alternatives that would allow an informed comparison of relative advantages and disadvantages of the proposed Project and potential alternatives to it; and
- The requirement of the State CEQA Guidelines is to consider a "no project" alternative and to identify an "environmentally superior" alternative in addition to the no project alternative (State CEQA Guidelines Section 15126.6(e)).

Neither the CEQA statute, the State CEQA Guidelines, nor recent court cases specify a specific number of alternatives to be evaluated in an EIR. Rather, "the range of alternatives required in an EIR is governed by the rule of reason that sets forth only those alternatives necessary to permit a reasoned choice" (State CEQA Guidelines 15126(f)). Under the rule of reason, an EIR must discuss only those alternatives necessary to permit a reasoned choice. (14 Cal Code Regs §15126.6(f). See *California Native Plant Soc'y v City of Santa Cruz* (2009) 177 CA4th 957; *Residents Ad Hoc Stadium Comm. v Board of Trustees* (1979) 89 CA3d 274, 286.) The range presented should permit a reasonable choice of alternatives for environmental aspects. (*San Bernardino Valley Audubon Soc'y v County of San Bernardino* (1984) 155 CA3d 738, 750.) An EIR should provide "enough of a variation to allow informed decision making." *Mann v Community Redev. Agency* (1991) 233 CA3d 1143, 1151.

8.2 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

CEQA requires the alternatives selected for comparison in an EIR to avoid or substantially lessen one or more significant effects of the evaluated project. To identify alternatives that would avoid or substantially mitigate any of the identified significant environmental effects of the implementation of the proposed Project, the significant impacts must be considered. However, it is recognized that alternatives aimed at reducing the significant and unavoidable impacts would also avoid or mitigate impacts that were found to be less than significant or reduced to below a level of significance with the implementation of mitigation measures. The analysis in Section 5 of this Draft EIR determined that impacts related to the following would remain significant and unavoidable:

8.2.1 Greenhouse Gas Emissions

Impact GHG-1, Greenhouse Gas Emissions (Project-level and Cumulative). The construction and operation of the Project would generate a net total of approximately 10,677.6 MTCO2e/yr, thereby exceeding the screening threshold of 3,000 $MTCO_2e$/yr. The proposed Project would implement Mitigation Measures GHG-1 through GHG-10 to minimize impacts to the greatest extent feasible. However, it is worth noting that these reductions cannot be quantified using the California Emissions Estimator Model (CalEEMod). Therefore, to provide a conservative analysis, no quantified emissions reduction has been taken for the mitigation measures. Additionally, the majority of GHG emissions would be from mobile sources that neither the Project applicant nor the City can reduce emissions from. Therefore, impacts related to GHG emissions would be significant and unavoidable on a project-level and cumulative basis.

Impact GHG-2, Conflict with Plan, Policy, or Regulation for Reducing Greenhouse Gas Emissions (Project-level and Cumulative). Despite implementing Mitigation Measure GHG-1 through GHG-10, the proposed Project would have a significant and unavoidable impact from GHG emissions exceeding SCAQMD thresholds. As such, the proposed Project would result in a conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs as it would exceed GHG significance thresholds, and impacts would be significant and unavoidable.

8.3 PROJECT OBJECTIVES

The Project site plan has been designed to meet a series of Project-specific objectives that have been carefully crafted to aid decision makers in their review of the Project and its associated environmental impacts. The primary purpose and goal of the Project is to develop an underutilized and undeveloped property with industrial warehouses for employment-generating use to help grow the economy in the City of Hemet. The Project would achieve this goal through the following objectives:

1. To efficiently use an underutilized property in the City of Hemet by adding to its potential for employment-generating uses.
2. To attract new business and employment to the City of Hemet and promote economic growth.
3. To create new jobs to reduce the need for local workforce members to commute outside the Project vicinity to work.
4. To increase temporary and permanent employment opportunities while improving the local balance of housing and jobs.
5. To develop an underutilized property near State Route 74 and Interstate 215 that has access to available infrastructure, including roads and utilities, to accommodate the growing need for goods movement within the city and region.
6. To develop an underutilized property in west Hemet that is similar to and compatible with other developments that were recently built, approved for construction, or proposed in west Hemet.
7. Develop a project that treats surface and stormwater flows without contributing to the degradation of surface and groundwater quality.

8.4 ALTERNATIVES CONSIDERED BUT REJECTED

Pursuant to State CEQA Guidelines Section 15126.6(c), an EIR must briefly describe the rationale for selecting and rejecting alternatives to a project. Alternatives may be eliminated from detailed consideration in the Draft EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid any significant environmental effects.

The lead agency may determine which alternatives are potentially feasible and, therefore, merit in-depth consideration and which are infeasible and need not be considered further. Alternatives that are remote or speculative, or the effects of which cannot be reasonably predicted, need not be considered (State CEQA Guidelines Section 15126.6(f), (f)(3)). This section, therefore, identifies alternatives considered by the lead agency but rejected as infeasible and provides a brief explanation of the reasons for their exclusion:

Alternate Site Alternative. An alternate site for the Project was eliminated from further consideration. Based on a review of available sites for sale and the City of Hemet General Plan land use map, no other available, undeveloped properties of similar size (7488 developable acres) are zoned for industrial uses within the City of Hemet. There are no suitable sites within the control of the Project applicant. However, if a suitable-sized land parcel could be purchased, the Project could still have the same potential impacts on biological resources, cultural resources, greenhouse gas emissions, paleontological resources, and tribal cultural resources. Moreover, other possible sites may not be in proximity to SR 74 and SR 79, the only established highway-level transportation routes. They may lack access to available infrastructure, including roads and utilities, thereby potentially resulting in further impacts. Therefore, the analysis of an alternative site for the proposed Project is neither meaningful nor necessary because the implications and need for mitigation resulting from the proposed Project would not be avoided or substantially lessened by its implementation. Given these reasons, it would be infeasible to develop and operate the Project on an alternative site with fewer environmental impacts while meeting the Project's objectives. Therefore, the Alternative Site Alternative was rejected from further consideration.

8.5 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Three alternatives to the Project have been identified for further analysis as they represent a reasonable range of alternatives that attain most of the Project's objectives, may avoid or substantially lessen any of its significant effects, and are feasible from a development perspective. These alternatives have been developed based on the criteria identified in Section 8.1 and are further described and analyzed in Sections 8.6 through 8.9.

Alternative 1: No Project/No Development Alternative. This alternative consists of the Project not being approved and the Project site would remain in the conditions that existed when the Notice of Preparation was published (May 29, 2024), which is vacant and undeveloped.

Alternative 2: Reduced Project Alternative. This Reduced Project Alternative involves developing the Project site in a manner similar to the Original Project, but with a reduction in square footage and on-site operational intensity. Specifically, the Reduced Project Alternative would develop a single 250,000-square-foot (SF) speculative warehouse building with no cold storage and a storage yard. This alternative would still require a General Plan Amendment from Community Commercial (C-C) to Business Park (B-P) and a zone change from C-2 to B-P for the site's northern portion. Development under the Reduced Project Alternative would reduce Project square footage by approximately 79 percent increased setbacks, passenger vehicle parking, and truck parking. Consistent with the proposed Project, on-site improvements would include landscaping, sidewalks, utility connections, implementation of stormwater facilities, and pavement of parking areas and driveways. Areas planned for physical impact on and off-site would be identical to those required to develop the proposed Project.

Alternative 3: No Project/Buildout of Existing Land Use Alternative. This alternative involves developing the Project site in a manner consistent with the existing General Plan land use designation of Community Commercial (C-C) and Business Park (B-P), as well as the zoning designations of Business Park (B-P) and General Commercial (C-2). The C-C land use designation provides for general retail, markets, commercial services, restaurants, lodging, commercial recreation, professional offices, and financial institutions. The B-P land use designation allows for single- and multi-tenant light industrial, flex office, and office use. The B-P zone permits industrial and related uses, including warehousing and distribution, assembly and light manufacturing, repair facilities, and business parks, with corporate offices developed at a maximum floor area ratio (FAR) of 0.6. The site's northern portion is zoned General Commercial (C-2) and covers approximately 23.9 acres. The C-2 zone allows for commercial district development, featuring a wide range of offices, services, retail stores, recreation, and transient accommodations, with a maximum Floor Area Ratio (FAR) of 0.4.

This alternative assumes that all 60.86 acres of the Project site would be developed pursuant to the existing General Plan designations of Community Commercial (C-C) and Business Park (B-P). This alternative would not require a General Plan Amendment or zone change. However, due to the site's single parcel having split zoning designations, a tentative parcel map would be required to split the parcel into two separate parcels.

The No Project/Buildout of Existing Land Use Alternative would consist of a two-story 416,433 SF commercial building with 208,216 SF of commercial/retail space on the bottom floor and 208,216 SF of commercial office space, on the top floor, on approximately 23.9 acres in the C-2 zone; as well as a 643,990 SF speculative warehouse on approximately 36.96 acres in the B-P zone. This alternative would include landscaping, sidewalks, utility connections, and pavement of parking areas and driveways.

Although the maximum allowed FAR for the B-P zone is 0.6, the buildout of this alternative would result in a conservative FAR of 0.4. This alternative would also be consistent with the maximum allowed FAR of 0.4 in the C-2 zone.

8.6 ALTERNATIVE 1: NO PROJECT/NO DEVELOPMENT

Pursuant to State CEQA Guidelines Section 15126.6(e), this Draft EIR is required to "discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with

available infrastructure and community services […] In certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained."

The No Project/No Development Alternative allows decision-makers to compare the environmental impacts of approving the proposed Project to the environmental impacts if the property were to be left in its existing conditions for the foreseeable future. Under the site's conditions at the time the Notice of Preparation was published (May 29, 2024), the Project site is undeveloped and vacant. See Section 4.0, *Environmental Setting*, for additional details and figures regarding the existing conditions at the Project site.

8.6.1 Environmental Impacts

Aesthetics

Under this alternative, no new development would occur within the Project site, and the visual character and quality of the site would be maintained in its existing condition, which includes distant views of the neighboring mountains. No structures or landscaping would be introduced on the site. No additional lighting or sources of glare would be installed. Thus, implementation of the No Project Alternative would not result in contrast or aesthetic incompatibilities with the existing environment. However, the visual improvements that would be introduced throughout the Project site if the proposed Project is approved include new and improved landscaping, a contemporary design building, and improvements to the public realm by streetscaping would not be implemented by the No Project Alternative. Overall, the aesthetic impacts from the No Project Alternative would be less than significant and would be reduced in comparison to the Project.

Air Quality

Under this alternative, no new development would occur on the Project site, and as such, no new stationary sources of air pollution would be introduced. Although the Project would be consistent with the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP), this alternative would reduce impacts related to conflict with the 2022 AQMP as emissions would be significantly reduced with no construction or additional trips introduced to the Project site. In addition, although the Project's construction and operational air quality emissions would be below applicable SCAQMD regional, local, and health risk thresholds, the alternative would not increase emissions of criteria pollutants or diesel particulate matter (DPM) over existing conditions. Therefore, the No Project/No Development alternative would result in less impact than the proposed Project.

Biological Resources

The Project site contains vegetation and trees that can support nesting birds and raptors protected under the Federal Migratory Bird Treaty Act and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code during the nesting season. Under this alternative, these trees would remain on-site, and removal would not be required. As such, this alternative would not result in potential impacts on nesting birds due to tree or shrub removal during the nesting bird season (February 1 to September 15). Although mitigation measure BIO-1 would reduce biological resource impacts to less-than-significant levels, this alternative would generate less impacts on biological resources than the Project and would not require mitigation. Therefore, the No Project/No Development alternative would result in less impact than the proposed Project.

Cultural Resources

Under the No Project/No Development Alternative, no disturbances would occur to the site. No grading for construction would occur, and there would be no potential impacts on historical resources or archaeological resources that may be buried below ground, as the current environment would remain. Although mitigation

measures required of the Project would reduce cultural resource impacts to less than significant levels, this alternative would avoid impacts to cultural resources associated with the Project. It would result in less impacts than the proposed Project.

Energy

Under the No Project/No Development Alternative, there would be no new development on the site and no increase in demand for energy resources from the project site. As such, the No Project/No Development Alternative would completely avoid the Project's less than significant impacts associated with the consumption of energy resources during construction and long-term operation. Neither the Project nor the No Project/No Development Alternative would conflict with a State or local plan for renewable energy or energy efficiency. However, impacts would be reduced under the No Project/No Development Alternative in comparison to the Project because the No Project/No Development Alternative would not increase the use of energy resources.

Geology and Soils

No new development activities would occur under this alternative. Thus, there would be no potential for additional workers, buildings, and structures to experience seismic ground shaking, liquefaction, lateral spreading, subsidence, or collapse within the Project site. Additionally, as no grading activities would occur under this alternative, potential impacts from erosion, loss of topsoil, or paleontological resources would not occur. While the Project impacts would be less than significant with mitigation incorporated, this alternative would result in less impacts, and no mitigation measures are required. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

Greenhouse Gases

No new construction activities would occur at the Project site or operation of new structures that would generate GHGs under this alternative. Under this alternative, no additional vehicle trips would be introduced to the Project site, which is the source of most of the greenhouse gas emissions of the proposed Project, as discussed in Section *5.7, Greenhouse Gas Emissions*. This alternative would be consistent with all applicable air quality plans and would avoid the Project's significant and unavoidable impact on the generation of greenhouse gas emissions. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

Hazards and Hazardous Materials

No new construction activities would occur at the Project site or operation of new warehouse buildings that would generate and result in the transport of hazardous materials. As there are no existing structures on-site, there would be no operation on-site that would generate hazardous materials. The No Project/No Build Alternative would not include any construction activities using typical construction-related dangerous materials. Thus, potential impacts related to the use, disposal, and transport of hazardous materials would be avoided by this alternative. While this Draft EIR determined that the Project's impacts related to hazards and hazardous materials would be less than significant, this alternative would result in fewer impacts since no grading or construction would occur. Therefore, the No Project/No Development alternative would result in less impact than the proposed Project.

Hydrology and Water Quality

Existing water quality conditions, groundwater supplies, drainage patterns, and runoff water amounts would remain "as is" under this alternative, as no new development would occur. This alternative would not introduce new sources of water pollutants from the construction or operation phases of development to the

Project site because no new development would occur. Additionally, this alternative would not require the storm drain improvements necessary with the Project. Thus, this alternative would not include installing new low-impact development (LID) treatment control best management practices (BMPs) to minimize runoff, which would occur by the Project. Stormwater leaving the site would continue to contain sediment associated with the site's existing conditions. Due to the lack of urban activities that would occur by the No Project/No Build Alternative, a reduction in potential pollutants would result. Therefore, the No Project/No Build Alternative would reduce potential impacts to hydrology and water quality, compared to those that could occur from the Project.

Land Use and Planning

This alternative would not result in new development. As such, there would be no potential for introducing land uses that would indirectly result in environmental impacts due to conflict with an existing land use plan. Under this alternative, no General Plan or Zoning Amendments would be required. Overall, this alternative would result in no impacts to land use and planning and, therefore, would be less than the Project's impacts.

Noise

Under this alternative, no development would occur on-site, and no new noise sources would be introduced. Since no new development would occur and no traffic trips would be generated, this alternative would not contribute to an incremental increase in area-wide traffic noise levels. In addition, this alternative would not require on-site construction , and no construction noise or vibration would occur. As a result, the No Project/No Build Alternative would not generate any noise. Therefore, the No Project/No Development alternative would result in less impact than the proposed Project.

Population and Housing

This alternative would not result in new development and, as such, would not result in induced growth or displacement affecting population and housing. However, this alternative would also not benefit from adding new employment opportunities, which could result in a more balanced jobs-housing ratio. Nevertheless, while the Project's impacts would be less than significant, this alternative would not result in new development and would, therefore, result in less impact than the proposed Project.

Public Services

This alternative would not result in new development and, as such, would not result in increased demand for public services such as fire and police services, school services, park services, or other public services that require the new construction of public facilities. This alternative would also not result in the payment of the City's development impact fees. However, while the Project's impacts would be less than significant through compliance with regulatory programs, this alternative would result in less impacts.

Transportation

This alternative would not result in new development and, as such, would not result in any trips, traffic, or vehicle miles traveled (VMT) related to the operation of the Project site. This alternative would not impact existing transit service and alternative transportation facilities within the Project site. The proposed Project would result in less-than-significant impacts related to geometric hazards, emergency access, and VMT. As the Project site would not be developed and trips would not be generated, the No Project/No Development alternative would result in no impact on transportation. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

Tribal Cultural Resources

Under this alternative, existing conditions would remain, and no new development would occur. No grading would occur, and there would be no potential impacts to tribal cultural resources that may be buried below ground. Although the Project would result in less-than-significant impacts on tribal cultural resources with the implementation of mitigation measures TCR-1, TCR-2, and CUL-1, this alternative would avoid all potential impacts on tribal cultural resources. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

Utilities and Service Systems

Under this alternative, existing conditions would remain, and no new development would occur. No additional configurations or connections to existing domestic water, wastewater, stormwater drainage, electric power, natural gas, or telecommunication facilities would be needed under this alternative, and there would be no change in the demand for domestic water or wastewater treatment services. This alternative would also not increase the demand for solid waste collection and disposal. Selection of this alternative would result in no impact to utilities and service system providers. While the Project would result in less-than-significant impacts, this alternative would result in fewer impacts due to no change in demand for these service systems. Therefore, the No Project/No Development alternative would result in less impacts than the proposed Project.

8.6.2 Conclusion

Ability to Reduce Impacts

The No Project/No Development Alternative would continue the existing uses within the Project site, and the proposed development would not occur. As a result, this alternative would avoid the need for mitigation measures identified in Section 5 of this Draft EIR, which include biological resources, cultural resources, greenhouse gas emissions, paleontological resources, and tribal cultural resources. This alternative would also avoid the significant and unavoidable impacts of GHG emissions. This alternative would lessen impacts to all 16 of the 16 environmental topics analyzed in this Draft EIR (see Table 8-3).

However, the benefits of the proposed Project would also not be realized, including the provision of on-site jobs that would result in a better jobs-housing balance in Hemet, which is currently considered housing-rich.

Ability to Achieve Project Objectives

As shown in Table 8-4 at the end of this section, the No Project/No Development Alternative would not meet any of the Project objectives.

8.7 ALTERNATIVE 2: REDUCED PROJECT

This Reduced Project Alternative consists of developing the Project site in a manner similar to the Project, but with a reduction in square footage and operational intensity on-site. Specifically, the Reduced Project Alternative would result in the development of a single 250,000 SF speculative warehouse building with no cold storage, resulting in a FAR of 0.09. Development under the Reduced Project Alternative would reduce the Project square footage by approximately 79 percent, or by 823,894 SF on the 60.86 acre site.

Like the proposed Project, this alternative would still require a General Plan Amendment to change the land use designation from Community Commercial (C-C) to Business Park (B-P) and a zone change from zone C-2 to B-P for the site's northern portion.

Consistent with the proposed Project, on-site improvements would include landscaping, sidewalks, utility connections, implementation of stormwater facilities, and pavement of parking areas and driveways. The reduced square footage would allow for increased setbacks, passenger vehicle parking, and truck parking. Areas planned for physical impact on- and off-site would be identical to those required for the development of the proposed Project. Development of the 79 percent Reduced Project Alternative would result in approximately 532 daily trips, including 30 peak-hour AM trips and 41 peak-hour PM trips.

8.7.1 Environmental Impacts

Aesthetics

Under this alternative, the Project site would be developed with a 250,000 SF speculative warehouse building. Development under the Reduced Project Alternative would reduce the Project's square footage by approximately 79 percent. This alternative would introduce one new building and landscaping into the Project site. The alternative would result in increased setbacks and a larger percentage of landscaped area than what is proposed by the Project and a storage yard area. This alternative would introduce similar levels of new sources of light and glare but would be similarly subject to the Hemet Municipal Code. Overall, this alternative would also result in less-than-significant impacts related to aesthetics but would decrease impacts compared to the proposed Project.

Air Quality

Under the Reduced Project Alternative, approximately 79 percent less built area would be developed within the Project site. Under this alternative, air quality impacts would be less than those under the proposed Project due to decreased square footage. The Reduced Project Alternative would develop approximately 823,894 fewer square feet, or 79 percent less building square footage. As the Project would result in construction emissions below SCAQMD thresholds, the Reduced Project Alternative would also result in emissions below SCAQMD thresholds with no mitigation necessary. In addition, the Reduced Project Alternative would generate fewer vehicle trips, as shown in Table 8-1. Therefore, this alternative would result in less overall air quality impacts than the Project.

Biological Resources

Under this alternative, the 60.86-acre Project site would be developed with one 250,000 SF speculative warehouse building. Although the building footprint would be 79 percent smaller than those developed by the proposed Project, this alternative would require the removal of existing vegetation, including shrubs, which provide nesting habitat for Migratory Bird species. Areas planned for physical impact on-site would be identical to those required for the development of the proposed Project. As such, the impacts to biological resources at the Project site would be like the Project and require Mitigation Measure BIO-1 to reduce potential project impacts on nesting birds. This mitigation measure would reduce potential impacts from this alternative to a less than significant level. Overall, this alternative would result in less-than-significant impacts on biological resources; therefore, impacts would be the same as the proposed Project.

Cultural Resources

Under this alternative, the 60.86-acre Project site would be developed with one speculative warehouse building. Potential archaeological impacts would be similar to the Project due to grading and excavation required for the development of the Project site and require the same mitigation measures, CUL-1and CUL-2, to reduce potential impacts related to the inadvertent discovery of an archeological resource during construction of this alternative. Therefore, the impact of this alternative would be similar to the Project, and archaeological mitigation would reduce potential impacts from this alternative to a less than significant level

as with the Project. Overall, this alternative would result in less-than-significant impacts related to cultural resources but the same impacts as the proposed Project.

Energy

Under the Reduced Project Alternative, approximately 79 percent less building area would be developed within the Project site. This would result in an approximately 79 percent decrease in energy demand compared to the proposed Project, which was determined to be less than significant. This alternative would also be required to comply with Title 24 requirements. The Project would require the use of diesel fuel for trucking operations; however, operations would be reduced by 79 percent capacity due to the reduction in facility size. Therefore, the impact of the Reduced Project Alternative on energy would be less than that associated with the proposed Project and would remain less than significant. Therefore, while Project impacts on energy were determined to be less than significant, energy impacts from this alternative would be less.

Geology and Soils

Under this alternative, the 60.86-acre Project site would be developed with one speculative warehouse building. Potential impacts related to the potential for additional workers, buildings, and structures to experience seismic ground shaking, liquefaction, lateral spreading, subsidence, or collapse within the Project site would be similar to those experienced by the Project. The impacts of soil erosion would also be less significant due to compliance with water quality standards. New development would be required to comply with regulatory requirements regarding geologic considerations such as seismic hazards from ground shaking. The same mitigation measure regarding paleontological resources would be required for this alternative. This alternative would result in less-than-significant impacts to geology and soils and, therefore, would be consistent with the Project's impact.

Greenhouse Gases

Under the Reduced Project Alternative, approximately 79 percent less building area would be developed within the Project site. Therefore, a reduction in the volume of construction activities and related production of GHG emissions would occur. In addition, this alternative's reduced development would result in less stationary source emissions from on-site equipment and less traffic-associated GHG emissions than the proposed Project. Therefore, the overall volume of GHG emissions would be reduced compared to the proposed Project, and would reduce the significant and unavoidable impact to a less-than-significant impact. As such, this alternative would avoid the significant and unavoidable Project impact on greenhouse gas emissions. Therefore, impacts on GHG would be less than significant for this alternative and would be less than the Project.

Hazards and Hazardous Materials

Under this alternative, the 60.86-acre Project site would be developed with one 250,000 SF speculative warehouse building. Like the proposed Project, construction of this alternative would be required to comply with existing regulations regarding the transport, use, and disposal of hazardous materials such as fuel, paints, and solvents. In addition, this alternative requires the exact utilization of hazardous materials during operation, including small quantities of household cleaners, lubricants, batteries, etc. as the proposed Project. Like the proposed Project, this alternative would not require any mitigation. In addition, the alternative would not pose a safety hazard to the people working in the area, as the exterior building design and footprint would remain unchanged. This alternative would result in less-than-significant impacts on hazards and hazardous materials and, therefore, would be consistent with the Project's impact.

Hydrology and Water Quality

Under this alternative, the 60.86-acre Project site would be developed with one 250,000 SF speculative warehouse building. Due to the decrease in square footage developed, the development of this alternative would result in a decrease in impermeable surfaces compared to those required to develop the Project. Construction of the alternative would still construct the identified stormwater drainage system as the Project but would likely require a smaller-sized basin. In addition, the preparation of a Stormwater Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) would be required for the development of this alternative. Overall, this alternative would also result in less-than-significant impacts related to hydrology and water quality but would result in decreased impacts compared to the proposed Project.

Land Use and Planning

Under this alternative, the 60.86-acre Project site would be developed with one 250,000 SF speculative warehouse building. Like the proposed Project, the Reduced Project alternative would require a General Plan Amendment to change the land use designation from Community Commercial (C-C) to Business Park (B-P) and a zone change from zone C-2 to B-P for the site's northern portion. Both the Project and the Reduced Project Alternative would be consistent with the goals and policies of the Hemet General Plan and the Southern California Association of Governments (SCAG) 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). With the implementation of measures to address other environmental issues (e.g., biological resources, etc.), potential impacts due to land use compatibility under both the Project and this alternative would remain less than significant. This alternative would also not physically disrupt or divide the arrangement of an established community. Overall, impacts related to land use and planning from the Reduced Project Alternative would be less than significant, and would be consistent with the Project's impacts.

Noise

Under this alternative, the 60.86-acre Project site would be developed with one 250,000 SF speculative warehouse building and no cold storage. The operation of this alternative would result in approximately 1,896 fewer daily trips compared to the proposed Project. Therefore, this alternative would result in a decrease in roadway noise when compared to the proposed Project. Short-term noise and vibration impacts during construction would be similar to those of the Project; however, this alternative would result in a smaller disturbance area than the Project. Like the Project, long-term operational noise would not expose nearby sensitive receivers to noise levels over the City's daytime noise standards; however, due to the less intense development on site and increased setbacks under this alternative, impacts would be reduced under the Reduced Project alternative as compared to the Project. Therefore, this alternative would result in fewer impacts than those associated with the Project.

Population and Housing

Under this alternative, the 60.86-acre Project site would be developed with one 250,000 SF speculative warehouse building. Based on the County of Riverside General Plan EIR's employment factor of 1,030 SF of light industrial space per employee, this alternative could result in the need for approximately 242 employees, compared to the Project's estimated 612 employees. This employment increase would be within the SCAG growth projections from 2024 to 2050. Thus, this alternative would not result in unplanned growth-inducing impacts or displacement of population and housing. Overall, this alternative would also result in less- than- significant impacts related to population and housing but would result in a decrease in impacts in comparison to the proposed Project.

Public Services

Under this alternative, the 60.86-acre Project site would be developed with one 250,000 SF speculative warehouse building. The construction of this alternative would result in generally similar impacts, if not a slightly decreased demand for public services based on the decreased employment generated. The same fire and sheriff's stations would serve as the alternative, and the decrease in square footage developed and a decrease in a total number of employees would likely decrease the number of service calls received by these public services compared to the Project. In addition, this alternative would also require the payment of development impact fees imposed by the City of Hemet. Through the implementation of regulatory requirements, impacts would be less than significant. Overall, this alternative would also result in less-than-significant impacts related to public services but would result in a decrease in impacts in comparison to the proposed Project.

Transportation

Under this alternative, the 60.86-acre Project site would be developed with one 250,000 SF speculative warehouse building. Under this alternative, the development of the Reduced Project Alternative would result in approximately 532 daily trips, as shown in Table 8-1.

Table 8-1: Alternative 2 Trip Generation

							AM Peak Hour			PM Peak Hour	
Land Use			**Units**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Trip Rates											
High-Cube Transload Warehouse[1]			TSF	2.129	0.0948	0.028	0.122	0.046	0.119	0.165
Project Trip Generation											
Proposed Warehouse		225	TSF	532	23	7	31	12	30	41
Vehicle Mix[1]	***% Daily***	***% AM***	***% PM***							
Passenger Vehicles	82.20%	84.40%	87.30%	451	20	6	26	10	26	36
2-Axle truck	3.80%	1.100%	1.10%	13	0	0	0	0	0	0
3-Axle truck	2.50%	2.20%	2.20%	13	1	0	1	0	1	1
4+-Axle Trucks	1.30%	3.30%	3.30%	12	1	0	1	0	1	1
5+- Axle Trucks	10.20%	9.00%	6.10%	43	2	1	3	1	2	3
	100.00%	100.00%	100.00%	532	23	7	30	12	30	41
Total Trip Generation				**532**	**23**	**7**	**30**	**12**	**30**	**41**

[1] Trip rates and truck percentages from Exhibit 6 of the TUMF High-Cube Warehouse Trip Generation Study, January 29, 2019.

This alternative would result in substantially fewer trips than the Project, which is estimated to generate 2,428 daily trips, including 139 AM peak-hour and 188 PM peak-hour trips. With respect to VMT, this alternative would result in 532 daily trips, including 30 trips during the AM peak hour and 41 trips during the PM peak hour.

The City's guidelines include a screening threshold for projects located in areas with low vehicle miles traveled (VMT). Since the Project site's VMT/Service Population of 3.847 is below the Citywide VMT/Service Population baseline of 24.5, the Project site is within a low VMT-generating area. Overall, this alternative

would also result in less-than-significant impacts related to VMT, but would yield effects decreased compared to the proposed Project.

Tribal Cultural Resources

Under this alternative, the 60.86-acre Project site would be developed with one 250,000 SF speculative warehouse building. The reduced square footage would allow for increased setbacks, passenger vehicle parking, and truck parking. Potential tribal cultural resource impacts would be similar to the Project due to grading and excavation required for development of the warehouse and would require the same mitigation measures (CUL-1, TCR-1, and TCR-2). Therefore, impacts from this alternative would be similar to the Project, and mitigation measures would reduce potential impacts from this alternative to a less than significant level as with the Project. This alternative would result in less-than-significant impacts on tribal cultural resources and, therefore, would be consistent with the Project's impact.

Utilities and Service Systems

The level of development on-site would be decreased under this alternative compared to the proposed Project. Both the Project and this alternative would require the construction of water, wastewater, stormwater drainage, electric power, natural gas, and telecommunication facilities on-site. Impacts associated with the provision of such facilities would be similar and less than significant upon compliance with existing regulatory requirements. The development under this alternative would be entirely consistent with the growth assumptions under the Hemet General Plan, which the Eastern Municipal Water District (EMWD) uses for long-term planning. Although impacts would be decreased under this alternative due to the decrease in building demand and the associated decrease in demand for water resources, the impacts to water supply would still be less than significant. Similarly, EMWD would have adequate capacity to treat wastewater generated under both the Project and this alternative; however, this alternative would create less wastewater than the proposed Project. In addition, this alternative would be subject to City and State solid waste regulations and would not result in the generation of solid waste exceeding landfill capacity. However, this alternative would result in a decrease in building square footage and would generate less solid waste than the proposed Project. Overall, this alternative would also result in less than significant impacts related to utilities and service systems but would decrease in impacts compared to the proposed Project.

8.7.2 Conclusion

Ability to Reduce Impacts

Under this alternative, the 60.86-acre Project site would be developed with one 250,000 SF speculative warehouse building. Development under the Reduced Project Alternative would reduce the Project's square footage by approximately 79 percent. The reduced square footage would allow for increased setbacks, passenger vehicle parking, and truck parking. Areas planned for physical impact on the site would be identical to those required for the development of the proposed Project. Mitigation measures for biological resources, cultural resources, paleontological resources, and tribal cultural resources would still apply to this alternative. Although the Reduced Project Alternative would generally reduce impacts as a result of the 79 percent reduction in building space, this alternative would only lessen the impact level of 1 of the 16 environmental topics analyzed in this Draft EIR from significant and unavoidable with mitigation to less than significant. In addition, this alternative would result in reduced impacts on 10 of the 16 environmental topics analyzed in the Draft EIR (see Table 8-3).

Ability to Achieve Project Objectives

As shown in Table 8-4 below, the Reduced Project Alternative would meet all the Project objectives, but not to the same extent as the proposed Project. This alternative would develop a property in the City of Hemet with industrial uses, thereby adding to its potential for generating employment and attracting new businesses and employment opportunities. Furthermore, the Reduced Project Alternative would reduce the need for the local workforce to commute outside of the Project vicinity. This alternative would develop a 250,000 SF speculative warehouse building in proximity to SR-74. However, this alternative would not meet the main Project objectives to the extent that the proposed Project would since the proposed Project would accomplish the same goals but generally to a greater degree.

8.8 ALTERNATIVE 3: NO PROJECT/BUILDOUT OF EXISTING LAND USE

This alternative consists of developing the Project site in a manner that is consistent with the existing General Plan Land Use Designation of Community Commercial (C-C) and Business Park (B-P) and Zone designation of Business Park (B-P) and General Commercial (C-2). The C-C land use designation provides for general retail, markets, commercial services, restaurants, lodging, commercial recreation, professional offices, and financial institutions. The B-P land use designation provides single and multi-tenant light industrial, flex office, and office use. The B-P zone allows for industrial and related uses, including warehousing/distribution, assembly and light manufacturing, repair facilities, and business parks, including corporate offices developed at a maximum FAR of 0.6. The site's northern portion is zoned General Commercial (C-2) and covers approximately 23.9 acres. The C-2 zone allow for the development of commercial districts with a wide range of offices, services, retail stores, recreation, and transient accommodations at a maximum FAR of 0.4.

This alternative assumes that all 60.86 acres of the Project site would be developed in accordance with the existing General Plan designations of Community Commercial (C-C) and Business Park (B-P). This alternative would not require a General Plan Amendment or zone change. However, due to the split zoning designations on the site's single parcel, it would require a tentative parcel map to split the parcel into two parcels.

The No Project/Build out of Existing Land Use Alternative would consist of a two-story 416,433 SF commercial building with 208,216 SF of commercial/retail space on the bottom floor and 208,216 SF of commercial office space, on the top floor, on approximately 23.9 acres in the C-2 zone; as well as a 643,990 SF speculative warehouse on approximately 36.96 acres in the B-P zone. This alternative would include landscaping, sidewalks, utility connections, and pavement of parking areas and driveways.

Although the maximum allowed FAR for the B-P zone is 0.6, building out this alternative would result in a conservative FAR of 0.4, which is also consistent with the maximum allowed FAR of 0.4 in the C-2 zone.

8.8.1 Environmental Impacts

Aesthetics

Under this alternative, the Project site would be developed with a two-story 416,433 SF commercial building with 208,216 SF of commercial/retail space on the bottom floor, 208,216 SF of commercial office space on the top floor, and a 643,990 SF speculative warehouse. Development under the No Project/Build out of Existing Land Use Alternative would reduce Project square footage by approximately 6 percent. This alternative would introduce two new buildings and landscaping into the Project site. The alternative would result in increased setbacks and a larger percentage of a landscaped area than is proposed by the Project. This alternative would introduce new sources of light and glare but would be similarly subject to the Hemet Municipal Code. Overall, this alternative would result in less-than-significant impacts related to aesthetics but would decrease impacts compared to the proposed Project.

Air Quality

Under this alternative, the Project site would be developed with a two-story 416,433-square-foot (SF) commercial building featuring 208,216 SF of commercial/retail space on the ground floor and 208,216 SF of commercial office space on the top floor, alongside a 643,990 SF speculative warehouse. While construction-related emissions would likely be lower than those of the proposed Project due to the reduction in overall square footage, operational emissions are expected to increase significantly. This is primarily because the alternative would generate substantially more vehicle trips than the proposed Project, as shown in Table 8-2. The commercial/retail and office components typically attract more customer and employee trips, often involving passenger vehicles, delivery trucks, and service vehicles throughout the day. Additionally, the speculative warehouse would contribute to increased heavy-duty truck traffic, further exacerbating emissions of criteria air pollutants such as NOx and particulate matter (PM10 and PM2.5). The combination of these factors would likely result in higher emissions from mobile sources, which significantly contribute to regional air quality degradation. Furthermore, the increased vehicle activity could lead to localized air quality impacts, particularly near sensitive receptors, and contribute to regional smog formation, potentially exceeding air quality thresholds established by the local air district. As a result, this alternative would increase the impact of air quality compared to the proposed Project.

Biological Resources

Under this alternative, the Project site would be developed with a two-story 416,433 SF commercial building with 208,216 SF of commercial/retail space on the ground floor, 208,216 SF of commercial office space on the top floor, and a 643,990 SF speculative warehouse. The development of this alternative would require the removal of existing vegetation, including shrubs, which provide nesting habitat for Migratory Bird species. As such, the impacts on biological resources at the Project site would be similar to the Project and would require Mitigation Measure BIO-1 to reduce potential Project impacts on nesting birds. This mitigation measure would also reduce potential impacts from this alternative to a less than significant level. Overall, this alternative would result in less-than-significant impacts to biological resources and, therefore, would be consistent with the Project's impact.

Cultural Resources

Under this alternative, the Project site would be developed with a two-story 416,433 SF commercial building with 208,216 SF of commercial/retail space on the ground floor, 208,216 SF of commercial office space on the top floor, and a 643,990 SF speculative warehouse. Potential archaeological impacts would be similar to the Project due to grading and excavation required for the development of the Project site and require the same mitigation measures, CUL-1 and CUL-2, to reduce potential impacts related to the inadvertent discovery of an archeological resource during Project construction. Therefore, impacts from this alternative would be similar to the proposed Project, and archaeological mitigation would reduce potential impacts from this alternative to a less than significant level as they would with the Project. Overall, this alternative would result in less-than-significant impacts on cultural resources and, therefore, would be consistent with the Project's impact.

Energy

Under this alternative, the Project site would be developed with a two-story 416,433 SF commercial building with 208,216 SF of commercial/retail space on the ground floor, 208,216 SF of commercial office space on the top floor, and a 643,990 SF speculative warehouse. This would increase the demand for electricity in comparison to the proposed Project due to the retail and office commercial uses on-site. This alternative would also be required to comply with Title 24 requirements. The Project would require the use of diesel fuel for trucking operations. As shown in Table 8-2, this alternative would significantly increase vehicle trips to

the site, thereby increasing gasoline consumption. Thus, impacts to energy from the No Project/Build out of Existing Land Use Alternative would be greater than those associated with the proposed Project but would remain less than significant. Therefore, the energy impacts from this alternative would be increased but would remain less than significant, consistent with the proposed Project.

Geology and Soils

Under this alternative, the Project site would be developed with a two-story 416,433 SF commercial building with 208,216 SF of commercial/retail space on the ground floor, 208,216 SF of commercial office space on the top floor, and a 643,990 SF speculative warehouse. Potential impacts related to the potential for workers, buildings, and structures to experience seismic ground shaking, liquefaction, lateral spreading, subsidence, or collapse within the Project site would be similar to the Project. The impacts of soil erosion would also be less significant due to compliance with water quality standards. New development would be required to comply with regulatory requirements regarding geologic considerations such as seismic hazards from ground shaking. The same mitigation measures regarding paleontological resources would be required for this alternative. Overall, this alternative would result in less-than-significant impacts on geology and soils and, therefore, would be consistent with the Project's impact.

Greenhouse Gases

Under this alternative, the Project site would be developed with a two-story 416,433 SF commercial building with 208,216 SF of commercial/retail space on the bottom floor and 208,216 SF of commercial office space on the top floor, and a 643,990 SF speculative warehouse. Therefore, a reduced volume of construction activities and related production of GHG emissions would occur. In addition, this alternative's reduced development would result in less stationary source emissions from on-site equipment. However, this alternative would significantly increase vehicle trips to the site compared to the proposed Project. Therefore, GHG emissions are expected to be similar to the Project and would also require mitigation, resulting in a significant and unavoidable impact on greenhouse gas emissions. Therefore, the GHG impacts of this alternative would be consistent with the project.

Hazards and Hazardous Materials

Under this alternative, the Project site would be developed with a two-story 416,433 SF commercial building with 208,216 SF of commercial/retail space on the bottom floor 208,216 SF of commercial office space on the top floor, and a 643,990 SF speculative warehouse. Like the proposed Project, the construction of this alternative would be required to comply with existing regulations regarding the transport, use, and disposal of hazardous materials. In addition, this alternative requires the exact utilization of hazardous materials during operation, including diesel particulate matter, as proposed in the Project. Overall, this alternative would result in less-than-significant impacts on hazards and hazardous materials and, therefore, would be consistent with the Project's impact.

Hydrology and Water Quality

Under this alternative, the Project site would be developed with a two-story 416,433 SF commercial building with 208,216 SF of commercial/retail space on the ground floor, 208,216 SF of commercial office space on the top floor, and a 643,990 SF speculative warehouse. It is likely that the development of this alternative would result in a slight decrease in impermeable surfaces compared to those required for the Project's development due to the increase in landscaping and decrease in building square footage. Construction of the alternative would still construct the same identified stormwater drainage system as the Project but would likely require a smaller sized basin. In addition, the preparation of a SWPPP and WQMP would be required

for the development of this alternative. Overall, this alternative would result in less-than-significant impacts related to hydrology and water quality but would decrease impacts compared to the proposed Project.

Land Use and Planning

Under this alternative, the Project site would be developed with a two-story 416,433 SF commercial building with 208,216 SF of commercial/retail space on the ground floor, 208,216 SF of commercial office space on the top floor, and a 643,990 SF speculative warehouse. The No Project/Buildout of Existing Land Use Alternative would not require a General Plan Amendment or zone change. However, a tentative parcel map would be required to split the parcel into two due to the split zoning designations on the site's single parcel. Both the Project and the No Project/Build out of Existing Land Use Alternative would be consistent with the goals and policies of the Hemet General Plan and the SCAG 2024-2050 RTP/SCS. This alternative would also not physically disrupt or divide the established community's arrangement. Overall, impacts related to land use and planning from the No Project/Build out of Existing Land Use Alternative would result in no impact and, therefore, would be less than the Project's impacts.

Noise

Under this alternative, the Project site would be developed with a two-story 416,433 SF commercial building with 208,216 SF of commercial/retail space on the ground floor, 208,216 SF of commercial office space on the top floor, and a 643,990 SF speculative warehouse. The operation of this alternative would result in approximately 8,906 more daily trips compared to the proposed Project. While this alternative would result in fewer heavy truck trips to the site, the increase of 8,906 additional trips would still increase traffic noise from the proposed Project. Therefore, this alternative would increase roadway noise compared to the proposed Project and would not avoid the significant and unavoidable impact. Short-term noise and vibration impacts would occur during construction, similar to those of the proposed Project. Like the Project, long-term operational noise would not expose nearby sensitive receivers to noise levels over the City's daytime noise standards; however, due to the increase in vehicle trips going to and from the site under this alternative, impacts would be more significant under the No Project/Build out of Existing Land Use Alternative as compared to the Project.

Population and Housing

Under this alternative, the Project site would be developed with a two-story 416,433 SF commercial building with 208,216 SF of commercial/retail space on the ground floor 208,216 SF of commercial office space, on the top floor, and a 643,990 SF speculative warehouse. Based on the average employment density factors listed in Table 3.G – Employment Factors of the County of Riverside General Plan EIR, the 416,433 SF commercial building would generate approximately 416 commercial retail and 694 commercial office employees, while the 643,990 SF warehouse would generate 625 employees. This alternative would, therefore, result in a total of 1,735 employees, which is more than the number generated by the Project. SCAG growth projections rely on the land use designations in General Plans, which this alternative would be consistent with. This employment increase would be within the SCAG growth projections from 2024 to 2050. Overall, this alternative would result in less-than-significant impacts related to population and housing, but would lead to an increase in impacts compared to the proposed Project.

Public Services

Under this alternative, the Project site would be developed with a two-story 416,433 SF commercial building with 208,216 SF of commercial/retail space on the bottom floor 208,216 SF of commercial office space, on the top floor, and a 643,990 SF speculative warehouse. The construction of this alternative would result in generally similar impacts, if not a slight decrease in demand for public services based on the decreased

development intensity. The same fire and police stations would serve as this alternative. However, the increase in the number of occupants on-site likely results in a higher number of service calls received by these public services compared to the Project. In addition, this alternative would also require the payment of development impact fees imposed by the City of Hemet. Through the implementation of regulatory requirements, impacts would be less than significant. While this alternative would result in similar less-than-significant impacts as the Project, the impacts would be increased with the No Project/Buildout of Existing Land Use Alternative.

Transportation

Under this alternative, the Project site would be developed with a two-story 416,433 SF commercial building with 208,216 SF of commercial/retail space on the ground floor and 208,216 SF of commercial office space on the top floor, along with a 643,990 SF speculative warehouse. Development of the No Project/Build out of Existing Land Use Alternative would result in approximately 11,334 daily trips, as shown in Table 8-2.

Table 8-2: Alternative 3 Trip Generation

							AM Peak Hour		PM Peak Hour	
Land Use			**Units**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Trip Rates										
High-Cube Transload Warehouse[1]			TSF	2.129	0.094	0.028	0.122	0.046	0.119	0.165
Shopping Center (>150k)2			TSF	37.010	0.520	0.320	0.840	1.630	1.770	3.400
General Office Building			TSF	10.84	1.34	0.18	1.52	0.24	1.20	1.44
Project Trip Generation										
Proposed Warehouse		643.990	TSF	1,371	60	18	79	30	77	106
Shopping Center		208.216	TSF	7,706	108	67	175	339	369	708
Office		208.216	TSF	2,257	279	38	316	51	249	300
Vehicle Mix[1]	***% Daily***	***% AM***	***% PM***							
Passenger Vehicles	82.20%	84.40%	87.30%	1,162	51	15	66	26	67	93
2-Axle truck	3.80%	1.100%	1.10%	34	1	0	0	0	1	1
3-Axle truck	2.50%	2.20%	2.20%	32	1	0	2	1	2	2
4+-Axle Trucks	1.30%	3.30%	3.30%	32	2	1	3	1	3	4
5+- Axle Trucks	10.20%	9.00%	6.10%	112	5	2	7	2	5	6
	100.00%	100.00%	100.00%	1,371	60	18	78	30	77	106
Total Trip Generation				**11,334**	**447**	**123**	**570**	**420**	**694**	**1,114**

[1] Trip rates and truck percentages from Exhibit 6 of the TUMF High-Cube Warehouse Trip Generation Study, January 29, 2019.

This alternative would result in substantially more trips than the Project, which is calculated to generate 2,428 daily trips, including 139 AM peak hour and 188 PM peak hour trips. Concerning VMT, this alternative would increase in daily trips from existing conditions. However, the City's guidelines include a screening threshold for projects in low-VMT generating areas. Since the Project site's VMT/Service Population of 3.847

is below the Citywide VMT/Service Population baseline of 24.5, the Project site is located within an identified low VMT-generating area. Therefore, it is presumed that this alternative would result in less-than-significant impacts related to VMT, which is consistent with the proposed Project.

Tribal Cultural Resources

Under this alternative, the Project site would be developed with a two-story 416,433 SF commercial building with 208,216 SF of commercial/retail space on the ground floor and 208,216 SF of commercial office space on the top floor, and a 643,990 SF speculative warehouse. Potential tribal cultural resource impacts would be similar to those of the proposed Project due to the grading and excavation required for its development, which would necessitate the same mitigation measures. Therefore, the impacts of this alternative would be similar to those of the proposed Project, and mitigation measures would reduce potential impacts to a level less than significant, as with the Project. This alternative would result in less-than-significant impacts to tribal cultural resources and, therefore, would be consistent with the proposed Project's impacts.

Utilities and Service Systems

The level of development on-site would be decreased under this alternative compared to the proposed Project. Both the Project and this alternative would require the construction of water, wastewater, stormwater drainage, electric power, natural gas, and telecommunication facilities on-site. Impacts associated with the provision of such facilities would be similar and less than significant with compliance with existing regulatory requirements. The development under this alternative would be fully consistent with the growth assumptions under the Hemet General Plan, which the Eastern Municipal Water District (EMWD) use for long-term planning. Although impacts would be increased under this alternative due to increased building demand, users, and the associated demand for water resources, impacts to the water supply would still be less than significant. Similarly, EMWD would have adequate capacity to treat wastewater generated under both the Project and this alternative; however, this alternative would create more wastewater than the proposed Project. In addition, this alternative would be subject to City and State solid waste regulations and would not result in the generation of solid waste over landfill capacity. However, this alternative would slightly decrease building square footage and generate less solid waste than the proposed Project. Overall, this alternative would result in less-than-significant impacts related to utilities and service systems but would result in an overall increase in impacts compared to the proposed Project.

8.8.2 Conclusion

Ability to Reduce Impacts

Under this alternative, the Project site would be developed with a two-story, 416,433 SF commercial building featuring 208,216 SF of commercial/retail space on the ground floor and 208,216 SF of commercial office space on the upper floor, along with a 643,990 SF speculative warehouse. Development under the No Project/Build out of Existing Land Use Alternative would reduce the Project's square footage; however, the Project would attract more occupants and vehicle trips to the site. While some impacts would be reduced, many of the impacts under this alternative would increase. All mitigation measures would still apply to this alternative; however, it would result in lessened impacts to only 3 of the 16 environmental topics analyzed in this Draft EIR (see Table 8-3). Conversely, this alternative would increase impacts to 6 of the 16 environmental topics analyzed in the Draft EIR.

Ability to Achieve Project Objectives

As shown in Table 8-4 below, the No Project/Buildout of Existing Land Use Alternative would meet all Project objectives. This alternative would develop a two-story 416,433 SF commercial building with 208,216 SF of

commercial/retail space on the ground floor, 208,216 SF of commercial office space on the top floor, and a 643,990 SF speculative warehouse. The alternative would introduce employment-generating uses, attracting new businesses and creating additional employment opportunities. Furthermore, the No Project/Buildout of Existing Land Use Alternative would reduce the need for the local workforce to commute outside of the Project vicinity.

8.9 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires a lead agency to identify the "environmentally superior alternative" when significant environmental impacts are likely to result from a proposed Project. The Environmentally Superior Alternative for this Project would be Alternative 1: No Project/No Development. The No Project/No Development Alternative would avoid the implementation of the mitigation measures related to biological resources, cultural resources, geology and soils, greenhouse gas emissions, and tribal cultural resources identified in Section 5 of this Draft EIR.

Additionally, State CEQA Guidelines Section 15126.6(3)(1) states:

> *The "no project" analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. (Emphasis added.)*

Therefore, according to CEQA, because the No Project/No Development Alternative has been identified as the Environmentally Superior Alternative, the Environmentally Superior Alternative among the other alternatives would be Alternative 2: Reduced Project Alternative, which would involve developing the Project site with one 250,000 SF speculative warehouse building.

This alternative would result in lessened impacts on 10 of the 16 environmental topics analyzed in this EIR. However, similar to the proposed Project, this alternative would require implementing applicable mitigation measures regarding biological resources, cultural resources, geology and soils, and tribal cultural resources. Moreover, the Reduced Project Alternative would not meet the Project objectives to the same extent as the Project.

CEQA does not require the Lead Agency (the City of Hemet) to choose the environmentally superior alternative. Instead, CEQA requires the City to consider environmentally superior alternatives, weigh those considerations against the proposed Project's environmental impacts, and make findings that the benefits outweigh the harm. Table 8-3 provides a summary comparison of the level of impacts for each alternative and the proposed Project. In addition, Table 8-4 compares the ability of each of the alternatives to meet the objectives of the proposed Project.

Table 8-3: Impact Comparison of the Proposed Project and Alternatives

	Proposed Project	Alternative 1 No Project / No Development	Alternative 2 Reduced Project	Alternative 3 No Project/Buildout of Existing Land Use
Aesthetics	Less than significant	Less than Project	Less than Project	Less than Project
Air Quality	Less than significant	Less than Project	Less than Project	More than Project
Biological Resources	Less than significant with mitigation	Less than Project, and no mitigation	Same as Project	Same as Project
Cultural Resources	Less than significant with mitigation	Less than Project, and no mitigation	Same as Project	Same as Project
Energy	Less than significant	Less than Project	Less than Project	More than Project
Geology and Soils	Less than significant with mitigation	Less than Project, and no mitigation	Same as Project	Same as Project
Greenhouse Gases	Significant and Unavoidable	Less than Project, and no mitigation	Less than Project	Same as Project
Hazards and Hazardous Materials	Less than significant	Less than Project	Same as Project	Same as Project
Hydrology and Water Quality	Less than significant	Less than Project	Less than Project	Less than Project
Land Use and Planning	Less than significant	Less than Project	Same as Project	Less than Project
Noise	Less than significant	Less than Project	Less than Project	More than Project
Population and Housing	Less than significant	Less than Project	Less than Project	More than Project
Public Services	Less than significant	Less than Project	Less than Project	More than Project
Transportation	Less than significant	Less than Project	Less than Project	Same as Project
Tribal Cultural Resources	Less than significant with mitigation	Less than Project, and no mitigation	Same as Project	Same as Project
Utilities and Service Systems	Less than significant	Less than Project	Less than Project	More than Project
Reduce Impacts of the Project?		Yes	Yes	Yes
Areas of Reduced Impacts Compared to the Project		16	10	3

Table 8-4: Comparison of the Proposed Project and Alternatives' Ability to Meet Objectives

	Project	Alternative 1 No Project / No Development	Alternative 2 Reduced Project	Alternative 3 No Project/ Buildout of Existing Land Use
1. To efficiently use underutilized property in the City of Hemet by adding to its potential for employment-generating uses.	Yes	No	Yes, but to a lesser extent	Yes
2. To attract new business and employment to the City of Hemet and promote economic growth.	Yes	No	Yes, but to a lesser extent	Yes
3. To create new jobs to reduce the need for local workforce members to commute outside the Project vicinity to work.	Yes	No	Yes, but to a lesser extent	Yes
4. To increase temporary and permanent employment opportunities while improving the local balance of housing and jobs.	Yes	No	Yes, but to a lesser extent	Yes
5. To develop an underutilized property near State Route 74 and Interstate 215 that has access to available infrastructure, including roads and utilities, to accommodate the growing need for goods movement within the city and region.	Yes	No	Yes, but to a lesser extent	Yes
6. To develop an underutilized property in west Hemet that is similar to and compatible with other developments that were recently built, approved for construction, or proposed in west Hemet.	Yes	No	Yes, but to a lesser extent	Yes
7. Develop a project that does not contribute to surface and groundwater quality degradation by treating surface and stormwater flows.	Yes	No	Yes	Yes

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