HEMET LOGISTICS WEST PROJECT

INITIAL STUDY

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May 2024

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ACRONYM ST

AB	Assembly Bill
Ac	Acres
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
APN	Assessor's Parcel Numbers
AQMD	Air Quality Management District
ARPT	Airport
BMP's	Best Management Practices
B-P	Business Park
BTS	Bulit-to-Suit
CBC	California Building Code
C-C	Community Commercial
CEQA	California Environmental Quality Act
C-2	General Commercial
CY	Cubic Yard
EIR	Environmental Impact Report
EMWD	Eastern Municipal Water District
ESA	Environmental Site Assessment
FHSZ	Fire Hazard Severity Zone
GHG	Greenhouse Gas
GP	General Plan
GPA	General Plan Amendment
HUSD	Hemet Unified School District
I-215	Interstate 215
M-1	Limited Manufacturing
M-2	General Manufacturing
MRZ	Mineral Resource Zone
MS4	Municipal Stormwater Permit
NPDES	National Pollutant Discharge Elimination System
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
PV	Photovoltaic
RoW	Right of Way
SB	Senate Bill
SCAG	Southern California Association of Governments
SMARA	Surface Mine and Reclamation Act
SR	State Route
SRA	State Responsibility Area
SWPPP	Stormwater Pollution Prevention Plan
TPZ	Timberland Production Zone
WQMP	Water Quality and Management Plan
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled

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1 INTRODUCTION

1.1 PURPOSE OF THE INITIAL STUDY

This Initial Study has been prepared in accordance with the following:

- California Environmental Quality Act (CEQA) of 1970 (Public Resources Code Sections 21000 et seq.); and
- California Code of Regulations, Title 14, Division 6, Chapter 3 (State CEQA Guidelines, Sections 15000 et seq.) as amended and approved on December 28, 2018.

Pursuant to CEQA, this Initial Study has been prepared to analyze the potential for significant impacts on the environment resulting from implementation of the proposed industrial Project described in greater detail in Section 3.0 below. As required by State CEQA Guidelines ("Guidelines") Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, the City of Hemet ("City"), in consultation with other jurisdictional agencies, to determine if a Mitigated Negative Declaration or an Environmental Impact Report would be required for the Project.

This Initial Study informs City of Hemet decision-makers, affected agencies, and the public of potentially significant environmental impacts associated with the implementation of the proposed Project. A "significant effect" or "significant impact" on the environment means "*a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project*" (Guidelines Section 15382). As such, the Initial Study's intent is to adhere to the following CEQA principles:

- Provide meaningful early evaluation of site planning constraints, service and infrastructure requirements, and other local and regional environmental considerations. (Public Resources Code Section 21003.1)
- Encourage the applicant to incorporate environmental considerations into Project conceptualization, design, and planning at the earliest feasible time. (Guidelines Section 15004[b][3])
- Specify mitigation measures for reasonably foreseeable significant environmental effects and commit the City and applicant to future measures containing performance standards to ensure their adequacy when detailed development plans and applications are submitted. (Guidelines Section 15126.4)

1.2 DOCUMENT ORGANIZATION

This Initial Study includes the following sections:

Section 1. Introduction

Provides information about CEQA and its requirements for environmental review and explains that an Initial Study was prepared by the City to evaluate the proposed Project's potential impact to the physical environment, and to determine if an Environmental Impact Report (EIR) would be required.

Section 2. Environmental Setting

Provides information about the proposed Project's location.

Section 3. Project Description

Includes a description of the proposed Project's physical features and characteristics.

Section 4. Environmental Checklist

Includes the Environmental Checklist from the CEQA Guidelines and evaluates the proposed Project's potential to result in significant adverse effects to the physical environment and identifies if an EIR would be required, and if so, what environmental topics need to be analyzed in the EIR.

Section 5. Environmental Analysis

This section provides evidence to substantiate the conclusions in the environmental checklist.

Section 6. References

Includes a list of the references in this Initial Study pursuant to State CEQA Guidelines Section 15150.

1.3 INITIAL STUDY FINDINGS

Section 4.0 of this document contains the Environmental Checklist that was prepared for the proposed Project pursuant to CEQA requirements. The Environmental Checklist indicates that the proposed Project would result in no impacts or less than significant environmental effects under the issue areas of Agricultural Resources, Mineral Resources, Recreation, and Wildfire. Therefore, these issues will not be evaluated further within an EIR; however, they will be discussed within the EIR under the Effects Found not Significant section.

The Environmental Checklist indicates that the proposed Project would potentially result in significant environmental effects under the issue areas of 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, and Utilities and Service Systems. Therefore, these subjects are recommended for further evaluation in an EIR.

2 ENVIRONMENTAL SETTING

2.1 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. 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 is shown in Figure 2-1, *Regional Location*, and Figure 2-2, *Local Vicinity*.

2.2 EXISTING PROJECT SITE

The Project site encompasses approximately 60.86 acres and comprises one (1) parcel of land 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 gum trees found in 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 2-3, *Aerial View* and Figure 2-4, *Existing Site Photos*.

2.3 EXISTING LAND USES AND ZONING DESIGNATION OF THE PROJECT SITE

The northern portion of the Project site has a City of Hemet 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 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 2-5, *Existing Land Use*.

According to the City's Zoning Map, the southern portion of the Project site is zoned Business Park (B-P) and covers 36.96 acres. B-P 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 northern portion of the site is zoned General Commercial (C-2) and covers 23.9 acres. C-2 provides for development of commercial districts having 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 2-6*, Existing Zoning*.

The proposed Project is also located within the Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP) area which is overseen by the Riverside County Airport Land Use Commission (ALUC). The northern portion of the Project is designated under zone D, southeast portion under zone C, and a small portion of the site in the southwest corner is zoned as B-2. The existing ALUCP zoning designations are shown in Figure 2-7, *Airport Land Use Plan*.

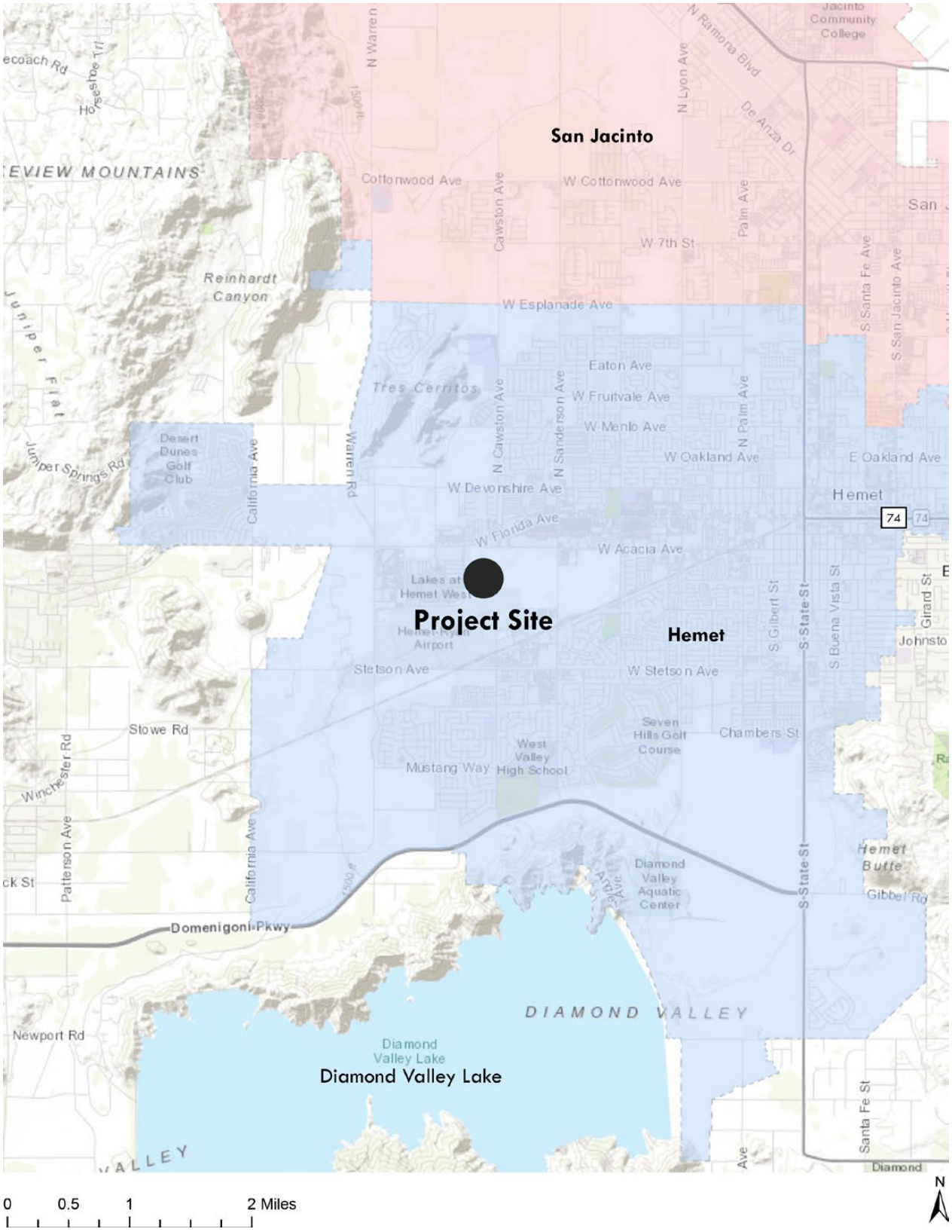
2.4 SURROUNDING GENERAL PLAN AND ZONING DESIGNATIONS

The Project site is located within an area that is predominantly developed with a variety of land uses. The surrounding land uses are described in Table 2-1.

Table 2-1: Surrounding Existing Land Use, Zoning, and Specific Plan Designations

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

Regional Location

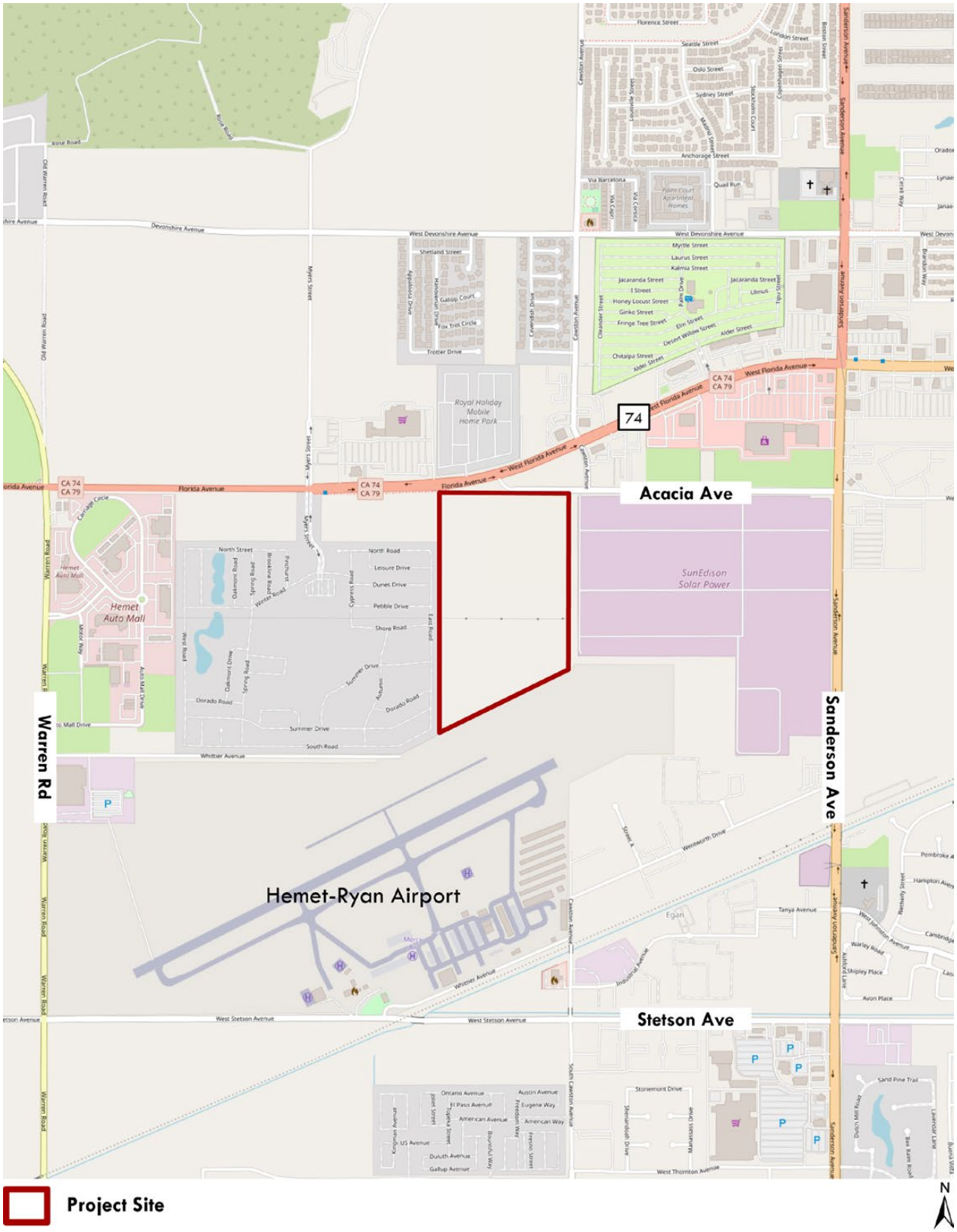


Hemet 63
City of Hemet

Figure 2-1

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Local Vicinity



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Aerial View



Hemet 63
City of Hemet

Figure 2-3

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Site Photos



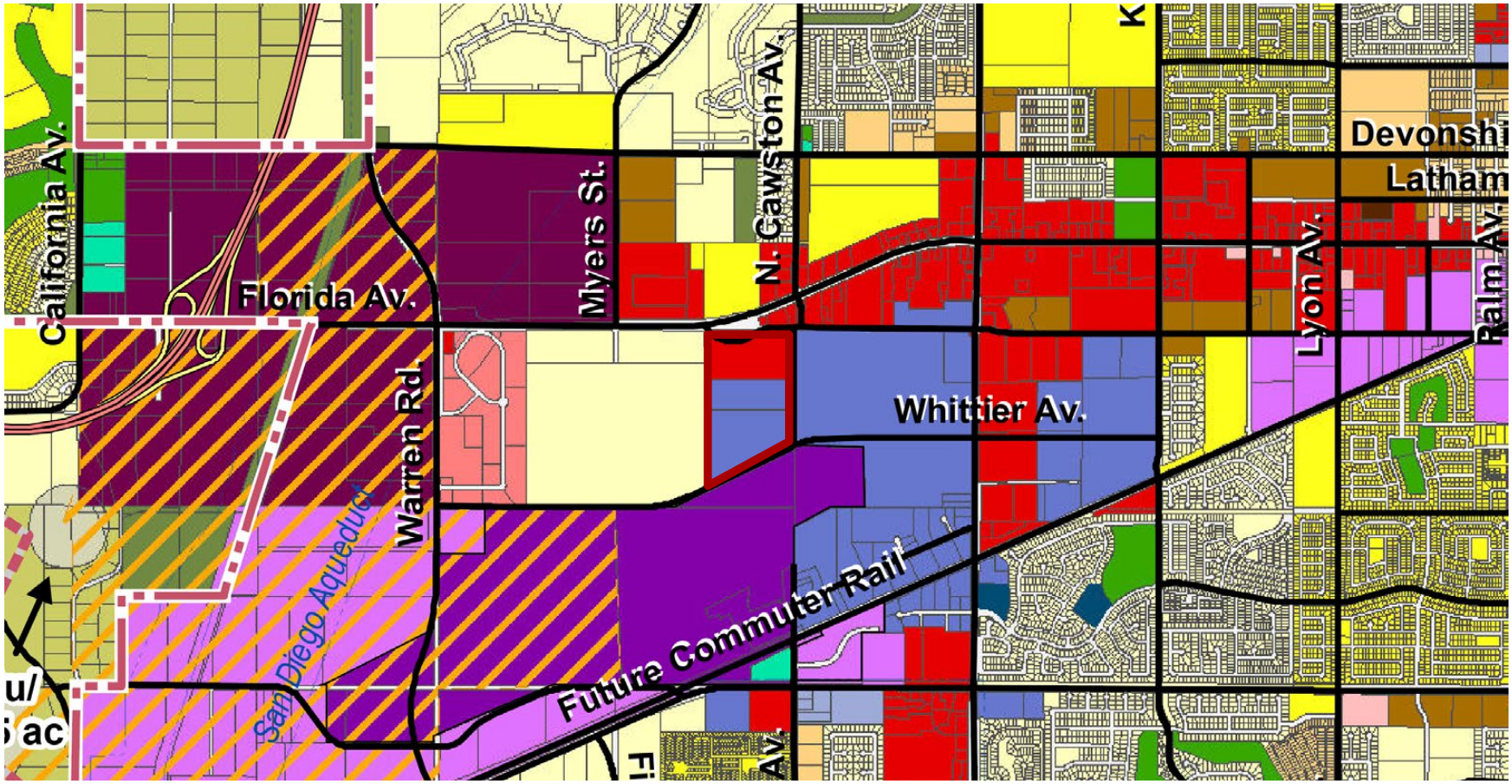
View of the site from the northwestern corner on Hwy 74 (Florida Ave).



Northeast corner on Acacia Ave.

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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

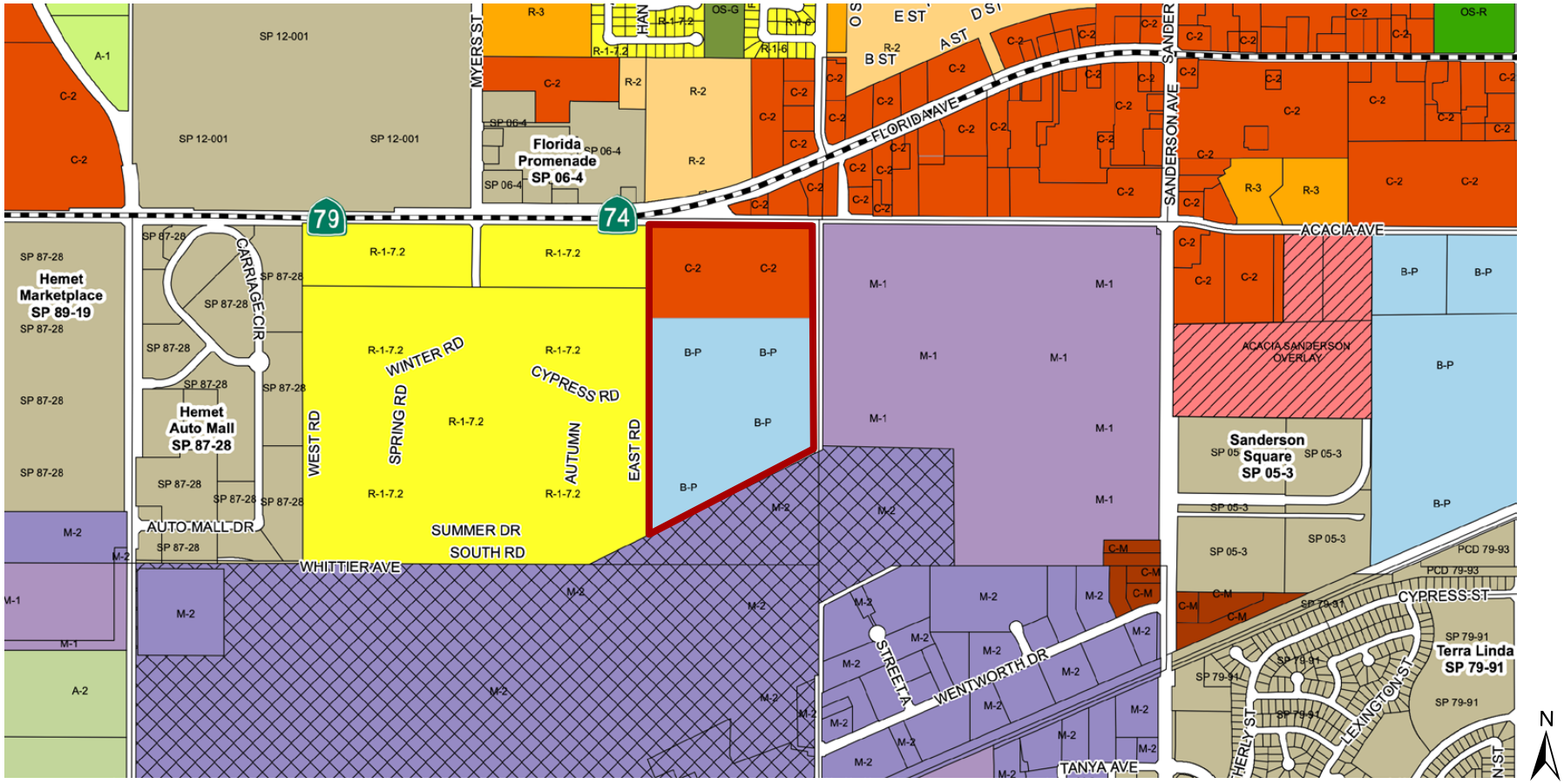
- RR — Rural Residential (0.0 - 2.0 du/ac)
- HR — Hillside Residential (0.0 - 0.5 du/ac)
- LDR — Low Density Residential (2.1 - 5.0 du/ac)
- LMDR — Low Medium Density Residential (5.1 - 8.0 du/ac)
- MDR — Medium Density Residential (8.1 - 18.0 du/ac)
- HDR — High Density Residential (18.1 - 30.0 du/ac)
- 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

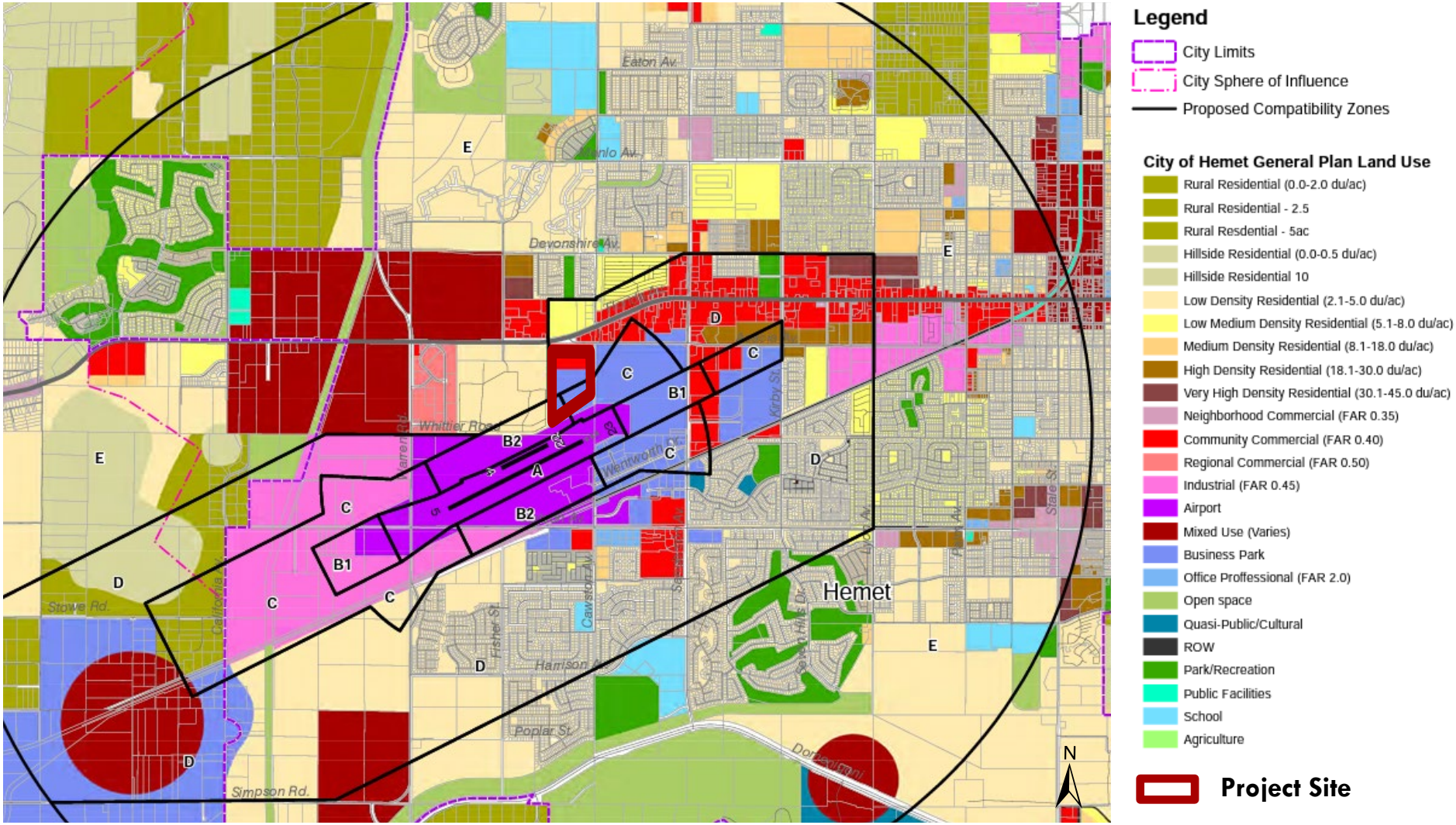
- CITY BOUNDARY
- HIGHWAYS
- WATERBODIES
- SIMPSON PARK
- ACACIA SANDERSON OVERLAY
- HEMET RYAN AIRPORT

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



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3 PROJECT DESCRIPTION

3.1 PROJECT OVERVIEW

The Project applicant is proposing to subdivide the 60.86-acre site (2,650,915 square feet) identified under the Assessor Parcel Number (APN) 456-010-025, into four (4) parcels, each to be developed with an industrial warehouse building (four [4] warehouse buildings total) with a combined gross floor area of approximately 1,101,894 (SF). The proposed Project would include associated parking, infrastructure, and landscape improvements corresponding with each building. Additionally, a large infiltration basin is proposed along the western Project boundary. Figure 3-1, *Conceptual Site Plan,* illustrates the proposed site plan.

3.2 PROJECT FEATURES

General Plan Amendment (GPA) and Zone Change

The Project applicant proposes a zone change from the site's existing zoning of General Commercial (C-2) to B-P in the northern portion of the Project site. The existing southern zoning of B-P 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 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. The proposed zone change is shown in Figure 3-2, *Proposed Zoning* and the proposed land use designation is shown in Figure 3-3, *Proposed Land Use*.

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. In accordance and conjunction with the City of Hemet, Whittier Avenue would be vacated along the Project frontage and would terminate at the extension of Cawston Avenue. The request is due to the infeasibility of the buildout of Whittier Avenue along that portion of the planned roadway as multiple easements would be required.

Tentative Parcel Map

The Project applicant 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 would be the largest parcel with an area of 37.99 acres. The other three parcels would be located in the southern portion of the Project site. Parcel 2 would be located in the southwest portion with an area of 11.46 acres, Parcel 3 would be located 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.

Building Summary and Architecture

The proposed Project would construct new industrial warehouse facilities consisting of four (4) separate one (1)-story buildings, providing a total gross building area of 1,129,894 (SF). Of the total building area 1,073,854 SF would be utilized as warehouse space and 56,000 SF as office space (Table 3-1, *Building Data Summary*). Each building would be one story tall and would be used for warehouse and office space, including mezzanine office space. Building 1 would have a maximum height of 55 feet whereas the other three buildings 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 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, as shown in Figure 3-1, *Conceptual Site Plan*.

Additional improvements to the site would include landscaping, sidewalks, utility connections, stormwater facilities, and pavement of parking areas and drive aisle. As shown in Figures 3-4 a through d, *Elevations*, the proposed Project's use of landscaping, building layout, finish materials, and accenting on the site would create a quality architectural presence along West Acacia Avenue. The proposed buildings would be constructed using painted concrete, mostly beige or tan with shades of grey, brown, and some wood finishes. Materials for the proposed windows would include brown-tempered glass and brown-tempered concrete backed spandrel glass. A summary of each building within the Project is provided below.

Table 3-1. Building Data Summary

	Building 1	Building 2	Building 3	Building 4	Total
Site Area	1,654,857 SF 37.99 ac	499,162 SF 11.46	323,340 SF 7.42 ac	233,424 SF 5.36 ac	2,650,915 SF 60.86 ac
Building Area	706,224 SF	192,443 SF	144,176 SF	87,051 SF	Warehouse: 1,073,894 SF Office: 56,000 SF Total: 1,129,894 SF
1s 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	Warehouse: 79,051 SF Office: 4,000 SF	Office: 28,000 SF Warehouse: 1,073,894 SF Total: 1,101,894
Mezzanine Building Area	Office: 10,000	Office: 10,000	Office: 4,000	Office: 4,000	Office Total: 28,000 SF
FAR	0.43	0.39	0.45	0.37	0.43
Clear Height	42'	32'	32'	32'	N/A
Building Height	55"	42'	42'	42'	N/A

Building 1

Building 1 would be the largest of the four (4) buildings and would be utilized as a distribution and fulfillment center, with additional space for a showroom. Building 1 is proposed on parcel 1, which would be 37.99 acres, and would have a total building area of 706,224 SF. Building 1 would provide 686,224 SF of warehouse space, 10,000 SF of ground floor office space, and an additional 10,000 SF of mezzanine office space. Building 1 would have a FAR of 0.43 and a clear height of 42 feet.

Building 2

Building 2 is proposed on parcel 2, which would be 11.46 acres. The total building area would be 192,443 SF with 172,443 SF of warehouse space, 10,000 SF of office space, and an additional 10,000 SF of mezzanine office area. Building 2 would have a FAR of 0.39 and a clear height of 32 feet.

Building 3

Building 3 is proposed on parcel 3, which would be 7.42 acres. The total building area would be 144,176 SF with 136,176 SF of warehouse space, 4,000 SF of office space, and an additional 4,000 SF of office space. Building 3 would have a FAR of 0.45 and a clear height of 32 feet.

Building 4

Building 4 is proposed on parcel 4, which would be 5.36 acres. The total building area would be 87,051 SF with 79,051 SF of warehouse space, 4,000 SF of office space, and an additional 4,000 SF of office space. Building 4 would have a FAR of 0.37 and a clear height of 32 feet.

Parking and Loading Dock Summary

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, as shown in Figure 3-1, *Conceptual Site Plan*. Additionally, the Project would provide 210 trailer parking stalls. Table 3-2, *Parking Summary*, provides an overview of the Project's proposed parking.

Table 3-2. Parking Summary

Parking Type	Building One	Building Two	Building Three	Building Four	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. Building 1 would also include a total of 94 dock doors with 47 dock doors located on the west side of the building and 47 dock doors located on the east side of the building. Additionally, Building 1 would include a total of 210 trailer parking stalls located on the west and east sides of the building. Refer to Figure 3-1, *Conceptual Site Plan*.

Building 2

Building 2 would provide 139 standard parking stalls, four accessible standard parking stalls, four accessible van parking stalls, and 56 electric vehicle parking stalls. Building 2 would also provide 58 dock doors located on the east side of the building. Refer to Figure 3-1, *Conceptual Site Plan*.

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. Building 3 would also provide 39 dock doors located on the west side of the building. Refer to Figure 3-1, *Conceptual Site Plan*.

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. Building 4 would provide 18 dock doors located on the west side of the building. Refer to Figure 3-1, *Conceptual Site Plan*.

Landscaping, Fencing, and Lighting

The proposed Project would dedicate approximately 530,184 SF of the total Project site to landscaping, as shown in Figure 3-5, *Landscaping Plan*. 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 screen the proposed building, infiltration/detention basin, parking, and loading areas from off-site viewpoints. The proposed landscaping extends around the perimeter of all four buildings and in between parking areas.

A 10-foot-high decorative solid screen wall is proposed surrounding the trailer parking stall location and dock doors on the west of Building 1. An eight (8)-foot-high decorative metal fence is also proposed between Buildings 2, 3, and 4 as well as around the entire perimeter of the Project site. A four (4)-foot-high screen wall is also proposed surrounding the parking stall locations west of Building 2 adjacent to the proposed detention basin.

Light emanating from the proposed Project would be consistent with Development Code Section 90-1046, requiring that light be shielded and directed downward and away from adjoining properties and public rights-of-way. 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 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.

Access and Circulation

Access to the proposed Project would be provided via four (4) new driveways: one (1) on West Acacia Avenue and three (3) from Cawston Avenue, as shown in Figure 3-1, *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-wide and two inches while the two southern driveways would be 40-feet-wide. The driveways from Cawston Avenue 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 Project site for emergency vehicle access. Internal circulation would be made available through several drive aisles between and around buildings. Access to trailer stalls and loading dock areas would be controlled by using eight (8) -foot-tall vehicular rolling gates with a Knox pad lock that would be manually operated.

Regional access to the Project site for trucks is included in the City of Hemet Circulation Element which states that truck routes to the city of Hemet, and specifically the Project site, should follow SR-74 and SR-79. The City has also approved several local truck routes. 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 include SR-74 to Florida Avenue and then Cawston Avenue. Another truck route is from SR-79 to Sanderson Avenue, and then Cawston Avenue. Proposed truck circulation to and from the Project site is shown in Figure 3-6, *Truck Route*.

Infrastructure Improvements

Water and Sewer Improvements

The proposed Project would install a two (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 Project would install an onsite eight (8)-inch sewer connection to the existing eight (8)-inch diameter sewer line in West Acacia Avenue. All of the proposed buildings would connect to the existing water and sewer line on West Acacia. The onsite 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. Connection for water and sewer from the existing lines in West Acacia Avenue to the three (3) buildings on the southern side of the site would go through the northern parking lot and run along the eastern drive aisles. A sewer lift station is also proposed in the northeast portion of the site.

Drainage Improvements

The proposed Project would implement a detention/infiltration basin located along the entire length of the western boundary of the site, adjacent to Buildings 1 and 2. The basin would be utilized for retention and infiltration of the proposed Projects stormwater runoff. The proposed Project would also implement storm drains throughout the site, which would connect to the infiltration basin. Additionally, the proposed Project would implement emergency spillways and down drains.

Furthermore, the proposed Project is still under the design process and could include three options for storm drain improvements. The first option would include a potential new storm drain line that would be located at the southwestern Project boundary and would run east along Whittier Avenue to Warren Road where it would connect to an existing storm drain line. The offsite storm drain line would result in approximately 4,000 linear feet of improvements. Additionally, the second option for the proposed Project could be to connect to the existing storm drain line located within West Acacia Avenue, northwest of the Project site, which would ultimately flow to the existing storm drain line in South Sanderson Avenue. Lastly, the third option would include connecting to the existing storm drain line in SR-74. Refer to Figure 3-7, *Potential Storm Drain Improvements*.

Street and Sidewalk Improvements

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 improvements of sidewalks along the Project's frontage on West Acacia Avenue and on Cawston Avenue. The proposed Project also includes a right of way dedication of five (5) feet along the buildout of Cawston Avenue and a 47-foot ROW dedication along West Acacia Avenue. The proposed Project would implement road improvements of streetlights, curbs, gutters, sidewalks, and landscape along Cawston Avenue and West Acacia Avenue. Additionally, the proposed Project would include grading and street improvements on West Acacia Avenue to SR 74. Please refer to Figure 3-1, Conceptual Site Plan.

3.3 CONSTRUCTION AND PHASING

Construction activities would occur over one phase, all buildings would be constructed simultaneously, and include site preparation, grading, building construction, paving, and architectural coatings. Start of construction is anticipated to begin in the third quarter of 2025 and would last approximately 14 months. Grading work of soils is expected to result in approximately 75,600 cubic yards (CY) of cut and 184,500 CY of fill soils for a net import of 108,900 CY of soil.

Construction would occur within the hours allowable by the Hemet Municipal Code Section 14.46, which states that construction shall occur only between the hours of 6:000 AM and 6:00 PM during the months of June through September and between the hours of 7:00 am and 6:00 pm during the months of October through May. No construction shall occur on Sundays and on Saturday's construction shall occur between the hours of 7:00 am and 6:00 pm.

3.4 OPERATIONAL CHARACTERISTICS

The proposed Project would be operated for industrial warehouse purposes. Building 1 would include a built-to-suit (BTS) distribution center for Loctek and would function as an e-commerce fulfillment center and retail showroom with associated administrative offices. The other three (3) buildings would be built and operated similarly with warehouse and office spaces for speculative industrial use. Typical operational characteristics would include employees traveling to and from the site, delivery of materials and supplies to the site, and truck loading and unloading. Additionally, access, circulation, and parking components of the proposed Project are described above under Section 3.2, *Project Features*. Operation is assumed to be 24 hours a day, seven days a week. No cold storage or backup generator is proposed for the Project. The Project would however include one fire pump per building along with fire extinguishers. It is anticipated that operation of the proposed Project would require approximately 976 employees as a conservative estimate.

Sustainable Design Features

The proposed Project would include solar panel roofs for all four (4) buildings. Additionally, the Project would comply with the *California Green Building Standards Code, California Code of Regulations, Title 24, Part 11 (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 structure to be solar ready
- Design electrical system to accommodate future renewable energy technologies, solar PV systems, and battery storage systems
- Installation of energy efficient lighting, heating and ventilation systems, and appliances
- Installation of drought-tolerant landscaping and water-efficient irrigation systems
- Implementation of a City construction waste diversion program

3.5 DISCRETIONARY APPROVALS, PERMITS, AND STUDIES

The following discretionary approval, permits, and studies are anticipated to be necessary for implementation of the proposed Project:

City of Hemet

- General Plan Amendment to the City of Hemet GP Land Use Plan

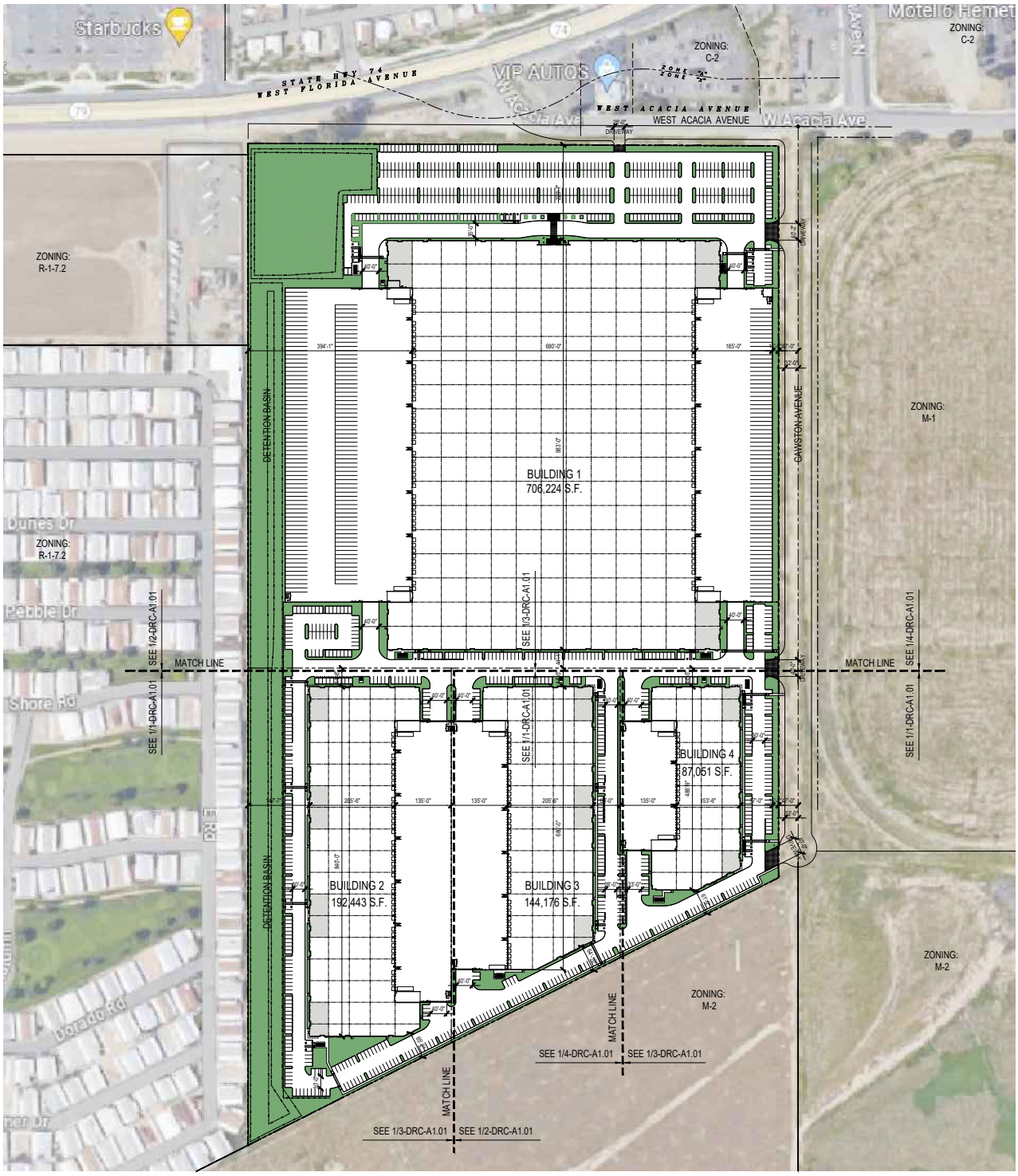
- Zone change from Commercial Community to Business Park
- General Plan Amendment to the City of Hemet Roadway Circulation Master Plan
- Variance Application pursuant to Municipal Code Section 90-45 (Wall Height Requirements)
- Variance Application pursuant to Municipal Code Section 90-45 (Parking Requirements)
- Major Site Development Review
- Tentative Parcel Map
- 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.

Other Agencies

- Airport Land Use Commission Major Site Development Review

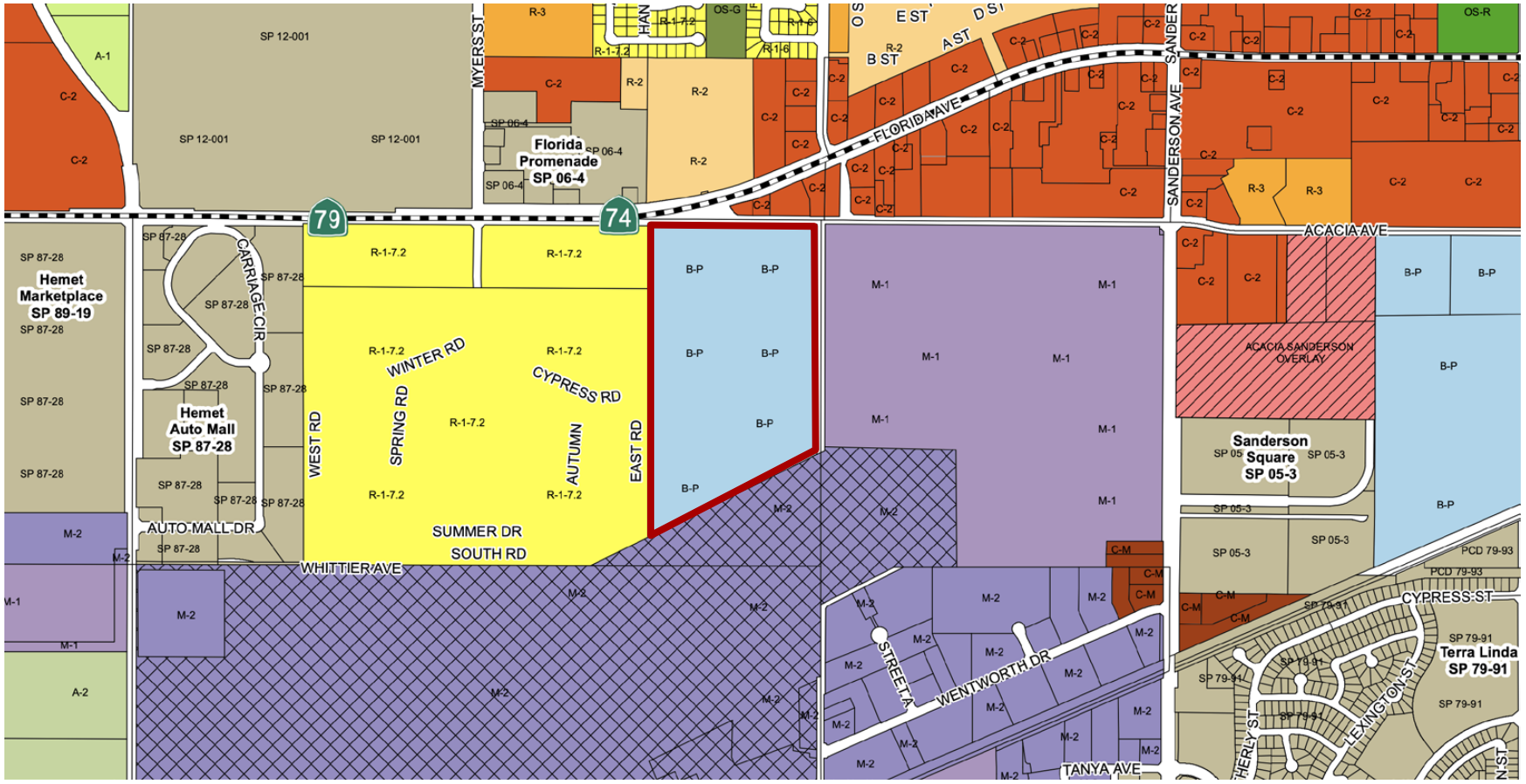
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Conceptual Site Plan



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Proposed Zoning



Project Site

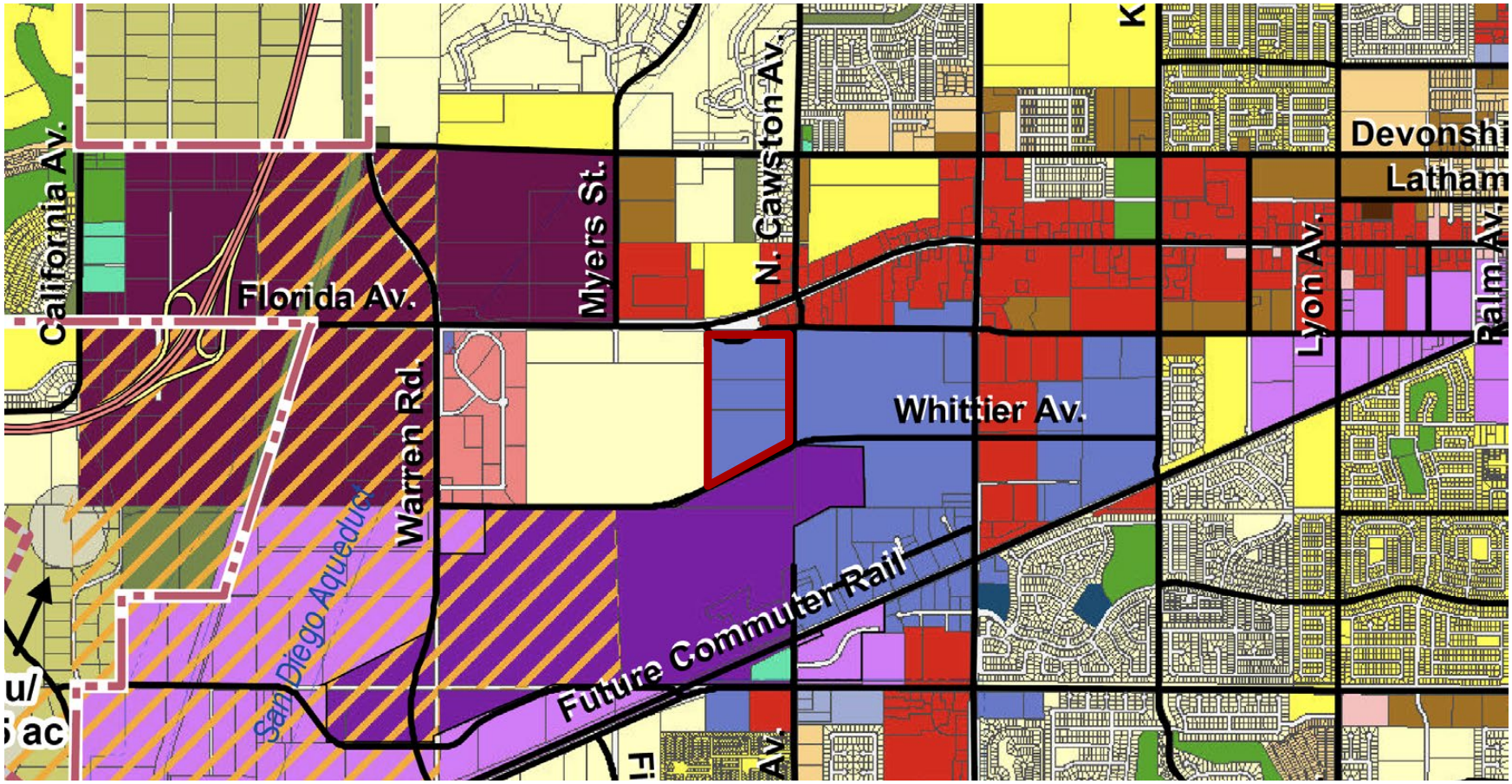
- CITY BOUNDARY
- HIGHWAYS
- WATERBODIES
- SIMPSON PARK
- ACACIA SANDERSON OVERLAY
- HEMET RYAN AIRPORT

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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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

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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Elevations Building 1



NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



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Elevations Building 2



NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION

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Elevations Building 3



NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION

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Elevations Building 4



NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION

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Landscaping Plan



PLANTING LEGEND

TREES

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Cercidium 'Desert Museum' Blue Palo Verde	36" Box	12	L	Multi
	Chilopsis linearis Desert Willow	24" Box	44	L	Multi
	Chitalpa tashkentensis Chitalpa	24" Box	66	L	Standard
	Cupressus sempervirens Italian Cypress	15 Gal	5	M	Standard
	Koelreuteria bipinnata Chinese Flame Tree	24" Box	46	M	Standard Street Tree
	Lagerstroemia i 'Muskogee' Crape Myrtle	24" Box	33	M	Standard
	Pinus eldarica Afghan Pine	24" Box	41	L	Standard
	Pistacia chinensis Chinese Pistache	24" Box	98	L	Standard
	Prosopis chilensis Chilean Mesquite	48" Box 36" Box	4 11	M	Multi
	Rhus lancea African Sumac	24" Box	151	L	Standard
	Tristania conferta Brisbane Box	15 Gal	102	M	Standard

SHRUBS

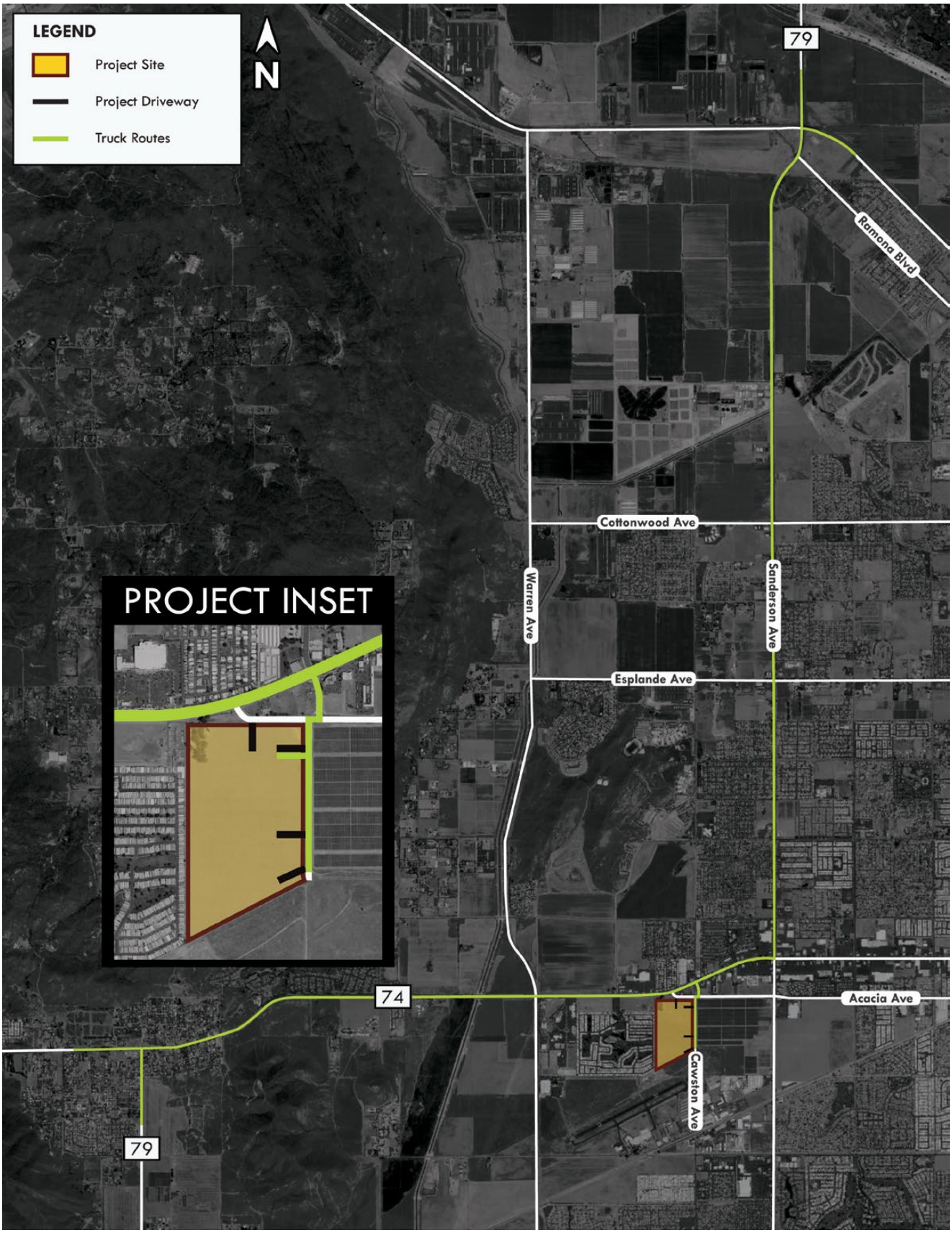
SYMBOL	BOTANICAL/COMMON NAME	SIZE	WUCOLS	SPACING
	Acca sellowiana Pineapple Gauva	5 Gal	L	3' OC
	Callistemon 'Little John' Dwarf Bottle Brush	5 Gal	L	3' OC
	Cistus 'Sunset Pink' Sunset Pink Rockrose	5 Gal	L	3' OC
	Dianella tasmanica Dianella	5 Gal	M	3' OC
	Dietes bicolor Fortnight Lily	5 Gal	M	3' OC
	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

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Truck Route



Hemet 63
City of Hemet

Figure 3-6

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Potential Storm Drain Improvements



Hemet 63
City of Hemet

Figure 3-7

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4 ENVIRONMENTAL CHECKLIST

4.1 BACKGROUND

Project Title:

Hemet Logistics West Project

Lead Agency:

City of Hemet
446 East Florida Avenue
Hemet, CA 92543

Lead Agency Contact:

Monique Alaniz-Flejter, Community Development Director
(951) 765-2370

Project Location:

The approximately 60.86 acre 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. The Project site comprises one parcel identified as Assessor's Parcel Number (APN) 456-010-025. Regional access to the site is provided via State Route 74 (SR-74), SR-79, and Interstate 215 (I-215). Local access to the site is provided from Acacia Avenue. The Project site and surrounding area is shown in Figure 2-1, *Regional Location*, and Figure 2-2, *Local Vicinity*.

Project Sponsor's Name and Address:

212 Markham LLC
6475 Las Positas RD
Livermore, CA, 94551

General Plan and Zoning Designation:

The Project site has two General Plan land use designations of Community Commercial (C-C) and Business Park (B-P) as well as two zoning designations of Business Park (B-P) and General Commercial (C-2). The Business Park (B-P) zone is in the south portion of the Project site and encompasses approximately 36.96, or two thirds of the total site area. 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. The B-P zone development standards allow for a maximum Floor Area Ratio (FAR) of 0.6. The C-2 zoning designation is in the north portion of the Project site and encompasses approximately 23.9 acres, or one third of the site area. The C-2 zoning designation provides for development of commercial districts with a wide range of offices, services, retail stores, recreation, and transient accommodations with a maximum FAR of 0.4.

Project Description:

The Project applicant is proposing to subdivide the 60.86-acre site (2,650,915 SF) into four (4) parcels. Each parcel would be developed with an industrial warehouse building (four [4] warehouse buildings total), providing a total gross building area of 1,129,894 SF. The Project applicant also proposes a zone change from the site's existing zoning of C-2 to B-P in the northern portion of the Project site The proposed Project would also include a 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 Roadway Circulation Master Plan for the vacation of Whittier Avenue along the south property line to Cawston Avenue. The Project would include associated parking for 793 spaces, infrastructure, lighting and landscape improvements corresponding with each building. The proposed Project would include a monument sign with electrical conduits located west of the proposed driveway on West Acacia Avenue. Additionally, a large infiltration basin is proposed along the western Project boundary. The proposed Project would be operated as an industrial warehouse. Building 1 (parcel 1) would include a built-to-suit (BTS) distribution center for Loctek and would function as an e-commerce fulfillment center and retail showroom with associated administrative offices. The other three buildings would be built and operated similarly with warehouse and office spaces for speculative industrial use.

Surrounding Land Uses and Setting:

North: Shopping center, mobile home park, and auto center. Zoning designations C-2 and Low-Density Multiple Family (R-2). Land use designations of CC and Low Medium Density Residential (LMDR)

West: Mobile home park. Zoning designation of Single-Family (R-1-7.2). Land use designation of Low Density Residential (LDR).

South: Hemet-Ryan Airport and undeveloped land. Zoning designation of M-2. Land use designation of Airport (ARPT).

East: Solar photovoltaic farm and undeveloped land. Zoning designations of Limited Manufacturing (M-1) and General manufacturing (M-2).

Other Public Agencies Whose Approval is Required:

California Department of Fish and Wildlife (to be determined in the Draft EIR)
South Coast AQMD (to be determined in Draft EIR)

4.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below (☒) would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐	Aesthetics	☐	Agriculture & Forestry Resources	☒	Air Quality
☒	Biological Resources	☒	Cultural Resources	☒	Energy

☒	Geology and Soils	☒	Greenhouse Gas Emissions	☒	Hazards & Hazardous Materials
☒	Hydrology & Water Quality	☒	Land Use & Planning	☐	Mineral Resources
☒	Noise	☒	Population & Housing	☒	Public Services
☐	Recreation	☒	Transportation	☒	Tribal Cultural Resources
☒	Utilities & Service Systems	☐	Wildfire	☒	Mandatory Findings of Significances

4.3 DETERMINATION

On the basis of this initial evaluation

☐ I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARACTION will be prepared.

☒ I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed Project MAY have a "potentially significant" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier analysis pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

4.4 EVALUATION OF ENVIRONMENTAL IMPACTS

A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

All answers must take account of the whole action involved, including offsite as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

"Negative Declaration: Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross-referenced).

Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. (Guidelines Section 15063 (c)(3)(d)). In this case, a brief discussion should identify the following, as provided by CEQA Guidelines Appendix G, *Evaluation of Environmental Impacts*:

Paragraph 5(a): Earlier Analysis Used. Identify and state where they are available for review.

Paragraph 5 (b): Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

Paragraph 5(c): Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

Paragraph 6: Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

Paragraph 7: Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

Paragraph 8: This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

Paragraph 9: The analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance.

5 ENVIRONMENTAL ANALYSIS

This section provides evidence to substantiate the conclusions in the environmental checklist.

5.1 AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) 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). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

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

Less than Significant Impact.

Scenic vistas consist of expansive, panoramic views of important, unique, or highly valued visual features that are 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 is currently undeveloped and vacant land located in an urbanized area in the City of Hemet where the surrounding area is for the majority developed with mixed uses. The site is under the Business Park (B-P) and General Commercial (C-2) zoning designations and is located in the west central portion of Hemet.

The City of Hemet GP 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 scenic 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, 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 on the public rights of way.

Development of the proposed Project would subdivide the 60.86-acre site into four (4) parcels. Each parcel would be developed with an industrial warehouse building and associated onsite infrastructure, providing a

total gross building area of 1,129,894 SF. Building 1 would have a maximum height of 55 feet and the other proposed buildings would have a maximum height of 42 feet, as shown in Figures 3-4 a) through d), *Elevations*. Additionally, the proposed buildings would be setback from the surrounding land uses and Acacia Avenue, as shown in Figure 3-1, *Conceptual Site Plan*. The front building setback for the proposed Project would be approximately 232 feet from the West Acacia Avenue right-of-way (ROW). Consistency with development standards such as building setbacks and maximum height requirements would help protect and maximize vista points and expansive views from Acacia Avenue, as shown in Table 5.1-1, *Consistency with Municipal Code Development Standards*. 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. Impacts would be less than significant, and this topic will not be evaluated further in the EIR.

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

No Impact.

The State Scenic Highway System in the state of California is a list of highways, mainly state highways, that have been designated by the California Department of Transportation (Caltrans) as scenic highways. A highway may be designated as scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. The State Scenic Highway System includes a list of highways that are either eligible for designation as State scenic highways or have been officially designated.

The proposed Project would not damage any scenic resources or historic buildings within a state scenic highway. According to Caltrans, there are no officially designated State scenic highways near the Project site, the closest one being SR 243 which turns into State Route (SR) 74 east of Hemet approximately 10.5 miles from the Project site. Therefore, the Project site is not located within a state scenic highway corridor and is not visible from SR 74. Additionally, the Project site does not contain any scenic resources such as rock outcroppings, historic buildings, or trees. Therefore, implementation of the proposed Project would not impact scenic resources within a state scenic highway. Therefore, the proposed Project would not result in any impacts, and this topic will not be evaluated further in the EIR.

c) In non-urbanized 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). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than Significant Impact.

Visual Character is broadly described as the unique combination of aesthetic elements and scenic resources that characterize a particular area. The quality of an area's visual character considers the overall visual impression or attractiveness created by the particular visual landscape characteristics. In urban settings, these characteristics largely include land use type and density, urban design, architecture, topography, landscaping, and background setting. The Project site is in an urbanized and developed area within the City of Hemet as it is surrounded by development on all sides with a mobile home park to the west, a solar farm to the east, commercial uses to the north, and an airport to the south. Additionally, the existing visual character of the area surrounding the Project site consists primarily of residential uses, vacant land, commercial uses, an airport, and a solar farm, with no consistent architectural or visual theme within the surrounding area.

The proposed Project would include a GPA to change the site's existing northern zoning designation of C-2 to B-P. Additionally, the proposed Project would require approval of a wall and parking variance permit prior to receiving building permits, as ensured during the City's plan check. Conserving visual character and

public views within the city is achieved through abiding by development and design standards set forth by the City of Hemet Municipal Code. As shown below in Table 5.1-1, the proposed Project would be consistent with the municipal code regulations regarding aesthetics and scenic quality for the existing and proposed B-P zone. Additionally, the proposed Project, with the issuance of a parking and wall variance, would be consistent with development standards for the Project site. Thus, implementation of the proposed Project would not substantially impair views of scenic vistas within the city.

City of Hemet Municipal Code

The following provisions in Table 5.1-1from the City of Hemet Municipal Code are relevant to the proposed Project.

Table 5.1-1: Consistency with Municipal Code Development Standards

	Business Park (B-P) Development Standards	Proposed Project
Coverage	65%	40%
FAR	0.60	0.43
Maximum Structure Height	55 feet (2 stories)	55 feet
Front Setback	20 feet	232 feet
Rear Yard Setback, Landscaped	30 feet when adjacent to residential zone 0' when not adjacent to an alley or street or residential zone	61 feet
Side Yard Setback, Landscaped	Interior side – 0' Street side and corner – 10 feet Adjacent to residential zone – 30 feet	Eastern side – 107 feet Western side – 147 feet 7 inches
Minimum Net Lot Area	20,000 SF	87,051 SF

The proposed Project would also dedicate approximately 530,134 SF of the Project site to landscaping that would be consistent with the City Landscaping standards. Landscaping would be provided along the property providing visual depth and distance between the roadways and proposed structures. Therefore, while the Project would change the visual character of the site, it would not substantially degrade the existing visual character or quality of public views of the Project site and its surroundings and impacts would be less than significant. This topic will not be evaluated in the EIR.

d) Create a new source 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 on light or glare on the property,. However, the Project site is within a developed area in the city of Hemet and is surrounded by existing sources of nighttime lighting that includes illumination from vehicle headlights along Acacia Avenue, security lighting from adjacent uses and parking lots, and from

interior illumination from nearby buildings passing through windows. Sensitive receptors relative to lighting and glare include motorists, pedestrians, and residential land uses.

The proposed Project would develop four (4) industrial warehouse building which would include onsite lighting and installation of new lighting sources for security around and within the proposed warehouse buildings, which could result in an increase in onsite lighting. However, the Project would be required to meet the requirements of the City's Development Code, which would require Project lighting to be shielded, diffused or indirect to avoid glare to both on and offsite residents, pedestrians and motorists as well as reduce the amount of reflective surfaces to reduce glare. Light emanating from the proposed Project is required by Development Code Section 90.1046 to be shielded and directed downward and away from adjoining properties and public rights-of-way. The proposed Project would also be consistent with landscaping standards within the City's Development Code to prevent light from spilling or emitting into adjacent properties and streetways. With compliance with the City's Development Code impacts related to increased sources of light would be less than significant.

Glare can emanate from many different sources, some of which include direct sunlight, sunlight reflecting 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. To the east of the Project site, the solar farm generates significant glare from the large reflective area. 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 as shown in Figure 3-4 a) through d) *Elevations*, the proposed buildings would be constructed using painted concrete, mostly beige or tan with shades of grey, brown, and some wood finishes. The proposed buildings would also include exterior windows located on all four sides of the buildings. Materials for the proposed windows would include brown tempered vision glass and brown tempered concrete backed spandrel glass. Therefore, the proposed building materials do not consist of highly reflective materials which would create a potential for glare to spill on to nearby receptors and would be shielded by landscaping, consistent with the City's Development 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 Airport Land Use Compatibility Plan for Hemet-Ryan (ALUCP), which is 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 as well as being 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 prior to obtaining buildings 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 do not consist of highly reflective materials, lights would be shielded consistent with Development Code requirements, and the proposed landscaping along Project boundaries would screen sources of light and reduce the potential for glare to spill on to 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 Development Code, impacts related to light and glare would be less than significant. This topic will not be evaluated further in the EIR.

5.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

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

No Impact.

The State of California Department of Conservation's Farmland Mapping and Monitoring Program is charged with producing maps for analyzing impacts on the state's agricultural resources. California's agricultural lands are rated based on soil quality and irrigation status. The following is a list of Important Farmland categories as defined by Public Resources Code 2106.1:

Prime Farmland: Farmland with the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

Farmland of Statewide Importance: Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

Unique Farmland: Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.

According to the City of Hemet GP EIR, the City of Hemet contains 2,843 acres of prime farmland, 473 acres of Farmalnd of Statewide Importance, and 1,579 acres of Unique Farmland (City of Hemet, 2012). The Project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the California Department of Conservation's Important Farmland Finder (FMMP, 2022). The Project site is identified 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. The Project site is surrounded by Urban and Built-Up Land and small patches of Farmland of Local Importance. Additionally, the Project site used to be designated and utilized for agricultural purposes; however, it is currently zoned as B-P and C-2 by the City of Hemet zoning map. The current zoning designations and proposed designation of B-P do not allow for agricultural uses and no agricultural uses are expected to occur in the future. Implementation of the proposed Project would therefore not involve the conversion of any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to urban uses. As a result, no impact would occur, and this topic will not be evaluated in the EIR.

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

No Impact.

The Williamson Act (California Land Conservation Act of 1965) restricts the use of agricultural and open space lands to farming and ranching by enabling local governments to contract with private landowners for indefinite terms in exchange for reduced property tax assessments.

As identified above, the Project site is currently vacant and undeveloped and zoned as B-P and C-2, which does not provide for agricultural uses, and no agriculture zoning exists on or adjacent to the Project site. In addition, Exhibit 4.2-1, *Farmland*, of the City of Hemet GP EIR, illustrates the location of land under Williamson Act contracts in the planning area and the Project site is not under a Williamson Act contract according to the City's GP EIR. Therefore, development of the proposed Project would not conflict with an existing Williamson Act contract or agricultural use zoning. As a result, no impact would occur, and this topic will not be evaluated in the EIR.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact.

The Project site is currently vacant and undeveloped. According to the City of Hemet GP EIR, there are no forest lands (as defined by Public Resources Code 12220(g)), timberland (as defined by Public Resources Code 4526), or timberland zoned Timberland Production (as defined by Government Code 51104(g)) in the planning area and thus within the vicinity of the Project site (City of Hemet, 2012). Additionally, the Project site is designated B-P and C-2, and is not zoned for forest land, timberland, or Timberland Preserve Zone (TPZ). Therefore, the proposed Project would not result in impacts to forest land, timberland, or TPZ and this topic will not be evaluated in the EIR.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact.

The Project site is currently vacant and undeveloped. The Project site is mostly barren with dry grasses, weeds, and some sparse trees that would not qualify as forest land. In addition, the Project site is zoned B-2 and C-2, and no forest land exists adjacent to the Project site. Therefore, the proposed Project would not result in the loss or conversion of forest land to non-forest use, and this topic will not be evaluated in the EIR.

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

No Impact.

Intensive agricultural uses and Farmland exist in the city of Hemet. However, the Project site is currently vacant and undeveloped and there are no agricultural activities on or adjacent to the Project site. Additionally, neither the Project site nor the surrounding area are designated as forest land or Farmland. The current zoning designations on and adjacent to the Project site does not allow for agricultural uses. Additionally, the proposed zoning designation of B-P for the site does not allow for agricultural uses. Thus, the proposed Project would not convert existing farmland to nonagricultural uses, nor convert forest land to non-forest uses. Therefore, no impact would occur, and this topic will not be evaluated in the EIR.

5.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b) 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?	☒	☐	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☒	☐	☐	☐

Response a) through d).

Potentially Significant Impact.

The Project site is located within the jurisdiction of the South Coast Air Quality Management District and is therefore responsible for administration and implementation of the Air Quality Management Plan (AQMP). Implementation of the proposed Project would subdivide the 60.86-acre site into four (4) parcels. Each parcel would be developed with an industrial warehouse building (four (4) warehouse buildings total) and associated onsite infrastructure, providing a total gross building area of 1,129,894 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 Project could result in the production of additional criteria air pollutants which may interfere with, or obstruct, implementation of the AQMP. Development of the proposed Project involves construction and operational activities that could generate both short-term and long-term criteria pollutants and other emissions. Additionally, localized concentrations of construction-source and operational-source emissions could adversely affect sensitive receptors. During construction, emissions from construction equipment, architectural coatings, and paving activities may be generated. During operations, trucks and vehicles operating at the loading docks may emit odor. These odors may adversely affect people surrounding the Project site, including the residential land uses adjacent to the Project. Further analysis will be required to determine whether the proposed Project would result in potentially significant air quality impacts. Therefore, a Project-specific Air Quality Impact Analysis and Health Risk Assessment will be prepared for the proposed Project as part of the Draft EIR. These impacts will be further analyzed in the EIR.

5.4 BIOLOGICAL RESOURCES

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

Response a) through f).

Potentially Significant Impact.

The 60.86-acre Project site is currently undeveloped and vacant. The site is partially graded with a small gravel parking lot in the northeast corner of the site which connects to a dirt access road along the eastern site boundary and a stand of ornamental trees exist near the northwest boundary. Development of the proposed Project would subdivide the site into four (4) parcels. Each parcel would be developed with an industrial warehouse building (four [4] warehouse buildings total) and associated onsite infrastructure, providing a total gross building area of 1,129,894 SF. The existing vegetation on the Project site could provide habitat for local, State, or Federally protected special status species. Project construction would require site clearing and grading, which could impact existing special status species and habitat, if any exist. Further analysis will be required to determine whether the proposed Project would result in potentially significant impacts on biological resources. Therefore, a Project-specific biological study will be prepared for the proposed Project as part of the Draft EIR to determine the significance of biological resources on the Project site and identify mitigation measures as appropriate to reduce potential impacts, if any are necessary. Additionally, an arborist study will be prepared for the proposed Project as part of the Draft EIR to identify the significance of the existing trees on the Project site and provide relevant information regarding tree removal from the City of Hemet Municipal Code. Therefore, impacts to biological resources will be further analyzed in the EIR.

5.5 CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☒	☐	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☒	☐	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☒	☐	☐	☐

Response a) through c).

Potentially Significant Impact.

The Project site is currently undeveloped and vacant. Development of the proposed Project would subdivide the 60.86-acre site into four (4) parcels. Each parcel would be developed with an industrial warehouse building (four (4) warehouse buildings total) and associated onsite infrastructure, providing a total gross building area of 1,129,854 SF. Additional improvements to the site would include landscaping, sidewalks, utility connections, stormwater facilities, and pavement of parking areas and drive aisles. According to the GP EIR Exhibit 4.5-1, *Cultural Resource Sensitivity*, the Project site is located in an area of low archaeological sensitivity. However, the Project site could contain unidentified significant historic and archeological resources associated to historic uses of the site. Ground disturbance associated with construction of the proposed Project could result in potentially significant impacts to known or unknown cultural resources within the Project site. Further analysis will be required to determine whether the proposed Project would result in potentially significant impacts to cultural resources. Therefore, a Cultural Resource study will be prepared as part of the Draft EIR to determine the significance of cultural resources within the Project site and identify mitigation measures as appropriate to reduce potential impacts. Therefore, impacts to cultural resources will be further analyzed in the EIR.

5.6 ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☒	☐	☐	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☒	☐	☐	☐

Response a) and b).

Potentially Significant Impact.

The Project site is currently undeveloped and vacant. Implementation of the proposed Project would subdivide the 60.86-acre site into four (4) parcels. Each parcel would be developed with an industrial warehouse building (four (4) warehouse buildings total) and associated onsite infrastructure, providing a total gross building area of 1,129,854 SF. Additional improvements to the site would include landscaping, sidewalks, utility connections, stormwater facilities, and pavement of parking areas and drive aisles. Project construction would require consumption of energy resources through operation of construction vehicles and equipment, as well as worker vehicles. Additionally, Project operation of the proposed industrial facilities would require consumption of energy resources to power the facilities, as well as fuel trucks and worker vehicles. Thus, the proposed Project could result in wasteful, inefficient, or unnecessary consumption of energy resources and/or conflict with a state or local energy plan. Further analysis will be required to determine whether the proposed Project would result in potentially significant impacts to energy. Therefore, an Energy Study will be prepared as part of the Draft EIR to quantify the amount of energy that would be used by both construction and operation of the proposed Project to identify if wasteful, inefficient, or unnecessary consumption of energy resources would occur from implementation of the proposed Project and to identify mitigation measures as appropriate to reduce potential impacts. Therefore, impacts to energy resources will be further analyzed in the EIR.

5.7 GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☒	☐	☐	☐
ii) Strong seismic ground shaking?	☒	☐	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☒	☐	☐	☐
iv) Landslides?	☒	☐	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☒	☐	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	☒	☐	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☒	☐	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☒	☐	☐	☐
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐

Response a) through f).

Potentially Significant Impact.

Development of the proposed Project would subdivide the 60.86-acre site into four (4) parcels. Each parcel would include the construction of an industrial warehouse building (four (4) warehouse buildings total) and associated onsite infrastructure, providing a total gross building area of 1,129,854 SF. Thus, construction of the proposed Project would require extensive grading and other ground disturbing activities that could disturb soil and result in substantial soil erosion. Operation of the proposed Project would also introduce a new zoning designation to the Project site, which could expose people or structures to substantially adverse effects, including the risk of loss, injury, or death due to geological hazards. Further analysis will be required to determine whether the proposed Project would result in potentially significant impacts to geology and soil. Therefore, a Project-specific Geotechnical Investigation will be prepared as part of the Draft EIR to determine potential impacts related to geology and soils and identify mitigation measures as appropriate to reduce potential impacts. Additionally, a Project-specific Paleontological Resource Assessment will be prepared as part of the Draft EIR to determine potential impacts related to paleontological resources and identify mitigation measures as appropriate to reduce potential impacts. Therefore, impacts to geology, soils, and paleontological resources will be analyzed further in the EIR.

5.8 GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

Response a) through b).

Potentially Significant Impact.

Global climate change is not confined to a particular project area. A typical project does not generate enough greenhouse gas (GHG) emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact. GHGs are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of buildings, 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.

Implementation of the proposed Project would subdivide the 60.86-acre site into four (4) parcels. Each parcel would be developed with an industrial warehouse building (four (4) warehouse buildings total) and associated onsite infrastructure, providing a total gross building area of 1,129,854 SF. Additional improvements to the site would include landscaping, sidewalks, utility connections, stormwater facilities, and pavement of parking areas and drive aisles. Implementation of the proposed Project would generate GHG emissions during both construction and operation of the Project. During construction, sources of GHG emissions would include operation of construction equipment and worker commutes to and from the Project site. During Project operation, the proposed Project would generate GHG emissions from vehicular trips; water, natural gas, and electricity consumption; and solid waste generation. Further analysis will be required to determine whether the proposed Project would generate a substantial increase in GHG emissions. Therefore, a Project-specific GHG Study will be prepared as part of the Draft EIR to determine the significance of the Project's GHG emissions and identify mitigation measures as appropriate to reduce potential impacts, if any are necessary. Therefore, impacts related to greenhouse gas emissions will be analyzed further in the EIR.

5.9 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☒	☐	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☒	☐	☐	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☒	☐	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☒	☐	☐	☐
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☒	☐	☐	☐
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☒	☐	☐	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☒	☐	☐	☐

Response a) through h)

Potentially Significant Impact.

The 60.86-acre Project site is currently undeveloped and vacant. Development of the proposed Project would subdivide the site into four (4) parcels. Each parcel would be developed with an industrial warehouse building (four (4) warehouse buildings total) and associated onsite infrastructure, providing a total gross building area of 1,129,854 SF. The Project site was historically used for agricultural purposes and could contain unknown hazardous materials, substances, or waste that could result in a significant hazard to the public or the environment if disturbed during construction or operation of the proposed Project. Construction and long-term operation of the Project would require transport, use, and disposal of hazardous materials and wastes. Additionally, the southern portion of the site is directly adjacent to Hemet-Ryan Airport and is within zone D, C, and B-2 of the Hemet-Ryan Airport Land Use Compatibility Plan (ALUC). Thus, construction and operation of the Project could result in potentially significant impacts to workers and land uses surrounding the Project site. Further analysis will be required to determine whether the proposed Project would result in impacts. Therefore, a Project-specific Phase I Environmental Site Assessment study will be prepared as part of the Draft EIR to determine the potential for impacts related to hazards and hazardous materials and to identify mitigation measures as appropriate to reduce potential impacts, if any are

necessary. Therefore, impacts related to hazards and hazardous materials will be analyzed further in the EIR.

5.10 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☒	☐	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☒	☐	☐	☐
c) 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:	☒	☐	☐	☐
i) result in substantial erosion or siltation on- or off-site;	☒	☐	☐	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☒	☐	☐	☐
iii) 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; or	☒	☐	☐	☐
iv) impede or redirect flood flows?	☒	☐	☐	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☒	☐	☐	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☒	☐	☐	☐

Response a) through e).

Potentially Significant Impact.

The Project site is currently undeveloped vacant land that is 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 boundary. The site also has moderate coverage of dry non-native grasses and weeds with an area of trees in the northwest portion of the site. Additionally, the Project site does not include any streams, drainages, jurisdictional waters, or riparian habitat. Implementation of the proposed Project would subdivide the 60.86-acre site into four (4) parcels. Each parcel would be developed with an industrial warehouse building (four (4) warehouse buildings total) and associated onsite infrastructure, providing a total gross building area of 1,129,854 SF. Additional improvements to the site would include landscaping, sidewalks, utility connections, stormwater facilities, and pavement of parking areas and drive aisles.

Construction of the proposed Project would require grading and excavation of soils, which could loosen sediment, and then have the potential to mix with surface water runoff and degrade water quality. During construction activities, excavated soil would be exposed, and there could be an increased potential for soil erosion and transport of sediment downstream compared to existing conditions. Additionally, the site was historically used for agricultural purposes leading to the potential for related chemicals such as pesticides, herbicides, and fertilizers being previously stored on site that could be exposed during construction. The proposed Project would also operate four industrial buildings, which could introduce the potential for pollutants such as chemicals from cleaners, pesticides and sediment from landscaping, trash and debris, and oil and grease from vehicles and trucks. These pollutants could potentially discharge into surface waters and result in degradation of water quality. Development of the Project site would introduce significant new impervious surfaces, which could result in impacts to the site's existing drainage pattern, the rate and volume of stormwater runoff, and flooding conditions. Such changes could exceed the capacity of existing and planned stormwater drainage systems. As described above, construction and operation of the Project could result in potentially significant impacts; thus, further analysis will be required to determine whether the proposed Project would result in impacts to hydrology and water quality. A Hydrology report and Water Quality Management Plan (WQMP) report will be prepared as part of the Draft EIR to determine the potential for impacts. Impacts related to hydrology and water quality will be further evaluated in the EIR.

5.11 LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐

a) Physically divide an established community?

No Impact.

Implementation of the proposed Project would not divide an established community. The 60.86-acre Project site is currently undeveloped and vacant. The northern portion of the Project site has a GP land use designation of C-C and is zoned C-2. The southern portion of the site has a land use designation of B-P and is zoned B-P as well. The surrounding land uses include a shopping center and mobile home park to the north, Lakes of Hemet mobile home park to the west, Hemet-Ryan Airport and undeveloped land to the south, and solar photovoltaic farm and undeveloped land to the east. The proposed Project would change the northern zoning designation of C-2 to B-P through a GPA to the City of Hemet *Land Use Plan*. Neither the land use nor zoning designations for the Project site allow for residential development. In addition, the proposed Project does not involve the development of roadways or other infrastructure that would divide a community. Therefore, the proposed Project would not have an impact on an established community and this topic will not be evaluated in the EIR.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially 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 building (four warehouse buildings total) and associated onsite infrastructure, providing a total gross building area of 1,129,854 SF. The site has a GP land use designation of C-C in the northern portion of the site and B-P in the southern portion. Although the B-P land use designation allows for industrial warehousing activities such as the proposed Project, C-C does not allow for industrial warehousing and the activities proposed for the Project. The proposed Project would require a GPA to change the northern zoning of C-2 to B-P as well as to amend the Roadway Circulation Master Plan for the vacation of Whittier Avenue along the south property line. Therefore, the proposed Project does not comply with the current land use plan and has the potential to cause significant environmental impacts due to conflicts with current land use planning, policy, or regulation. Further analysis will be required to determine whether the proposed Project would result in impacts and this topic will be evaluated further in the EIR.

5.12 MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact.

A review of California Division of Mine Reclamation mines finder indicates that there are no mines located in the vicinity of the Project site. The Surface Mining and Reclamation Act of 1975 (SMARA) has developed mineral land classification maps and reports to assist in the protection and development of mineral resources. The following mineral land use classifications are the main classifications identified by SMARA that are relevant to the Project site and vicinity:

- Mineral Resource Zone 1 (MRZ-1): This land use classification refers to areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- Mineral Resource Zone 2 (MRZ-2): This land use classification refers to areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists.
- Mineral Resource Zone 3 (MRZ-3): This land use classification refers to areas where the significance of mineral deposits cannot be evaluated from the available data. Hilly or mountainous areas underlain by sedimentary, metamorphic, or igneous rock types and lowland areas underlain by alluvial wash or fan material are often included in this category. Additional information about the quality of material in these areas could either upgrade the classification to MRZ-2 or downgrade it to MRZ-1.
- Mineral Resource Zone 4 (MRZ-4): This land use classification refers to areas where available information is inadequate for assignment to any other mineral resource zone.

According to the City of Hemet GP EIR and California Department of Conservation Mineral Land Classification map, there is no land within the City of Hemet that is designated as Mineral Resource Zone 2 (MRZ-2), which indicates a presence of mineral resources (City of Hemet, 2012). However, major portions of the city are designated as MRZ-3, except for the eastern and southern ends of the city, which have not been studied under the SMARA Mineral Land Classification system. MRZ-3 includes areas where geologic evidence indicates that mineral deposits exist or likely exist, but the significance of these deposits have not been determined. In addition, some minerals are present which have the potential to have local significance. These include limestone, serpentine, sand, and gravel which were mined in the Bautista Canyon, Diamond Valley, and the Salt Creek and San Jacinto riverbeds, respectively.

The Project site is currently undeveloped and vacant land zoned as BP and C-2, which does not allow for the extraction of mineral resources. The site does not currently support mining and is not in an area planned

for future mining by the GP. Therefore, the Project would not result in the loss of available known mineral resources and as a result, no impacts to mineral resources would occur and this topic will not be evaluated in the EIR.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on the general plan, specific plan, or other land use plan?

No Impact.

As stated above, the Project site does not include any known locally significant mineral resource as delineated on a local GP, specific plan, or other land use plan for mineral resource recovery sites. Additionally, the Project site has an existing zoning designation of BP and C-2 which does not support mineral extraction, nor does the proposed zoning designation of BP. Therefore, impacts related to known mineral resources would not occur from implementation of the proposed Project, and this topic will not be evaluated in the EIR.

5.13 NOISE

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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?	☒	☐	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c) 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?	☒	☐	☐	☐

Response a) through c).

Potentially Significant Impact.

The Project site is undeveloped and vacant. Implementation of the proposed Project would subdivide the 60.86-acre site into four (4) parcels. Each parcel would be developed with an industrial warehouse building (four (4) warehouse buildings total) and associated onsite infrastructure, providing a total gross building area of 1,129,854 SF. Additional improvements to the site would include landscaping, sidewalks, utility connections, stormwater facilities, and pavement of parking areas and drive aisles. Project-related short-term construction activities, as well as long-term operational activities may expose persons and sensitive receptors in the vicinity to noise levels in excess of standards established by the City. Additionally, ground borne vibration and noise level increases could be associated with construction activities at the Project site, including grading, and building construction, and with associated hardscape and landscape improvements. Additionally, the Project site is located directly adjacent to the Hemet-Ryan Airport and thus is in an area in which excessive noise levels could have potentially significant impacts to people working on the Project site. Further analysis will be required to determine whether the proposed Project would result in impacts. Therefore, a Noise Impact Analysis report will be prepared as part of the Draft EIR to determine the significance of noise impacts as a result of the proposed Project and to identify mitigation measures as appropriate to reduce potential impacts, if any are necessary. Therefore, the proposed Project could result in potentially significant impacts and impacts related to noise will be evaluated further in the EIR.

5.14 POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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)?	☒	☐	☐	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) Would the Project induce substantial unplanned population growth in an area, either directly or indirectly?

Potentially Significant Impact.

The Project site is undeveloped and vacant. Development of the proposed Project would subdivide the 60.86-acre site into four (4) parcels. Each parcel would be developed with an industrial warehouse building (four (4) warehouse buildings total) and associated onsite infrastructure, providing a total gross building area of 1,129,854 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 result in an increase in employment at the Project site due to operational activities and construction. Construction of the proposed Project would result in a temporarily increased demand for construction workers. Because the future tenant of the proposed warehouse is unknown, besides for Building 1, the number of jobs generated from the operation of the proposed Project cannot be precisely determined. For purposes of analysis, employment estimates were calculated using data and average employment density factors utilized in the County of Riverside General Plan EIR listed 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 1,129,854 SF of industrial facilities, operation of the proposed Project would require approximately 976 employees as a conservative estimate.

Development of the Project would also require expansion of infrastructure 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*. Development of the industrial warehousing facility could result in significant impacts to population and housing, thus, further analysis will be required to determine whether the proposed Project would result in impacts. Therefore, impacts related to population and housing will be evaluated further in the EIR.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact.

The Project site is currently vacant and undeveloped. No habitable structures exist on the Project site. Nor are there any plans for future residential development as the site has a land use and zoning designation that does not allow for residential developments or habitable structures on site. The GPA to change the northern zoning from C-2 to B-P would also not allow residential developments. Therefore, no impacts related

to the displacement of existing people or housing at the site would occur under the proposed Project, and this topic will not be evaluated in the EIR.

5.15 PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Fire protection?	☒	☐	☐	☐
Police protection?	☒	☐	☐	☐
Schools?	☒	☐	☐	☐
Parks?	☒	☐	☐	☐
Other public facilities?	☒	☐	☐	☐

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks, or other facilities?

Potentially Significant Impact.

The Project site is undeveloped and vacant. Implementation of the proposed Project would subdivide the 60.86-acre site into four (4) parcels. Each parcel would be developed with an industrial warehouse building (four (4) warehouse buildings total) and associated onsite infrastructure, providing a total gross building area of 1,129,854 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 could significantly increase the amount of staffing and resources needed from public services and government facilities to adequately serve the Project site. The proposed Project could potentially increase the amount of security and police protection needed in the area due to the large nature of the Project, as well as fire protection. The proposed Project also has the potential to increase the population in the area, operation of the proposed Project would require approximately 976 employees, and could potentially impact school, park, and other public services within the City of Hemet. Further analysis will be required to determine whether the proposed Project would result in impacts to public services. Therefore, service request letters will be sent out to all public service departments that would serve the Project site and will be included as part of the Draft EIR to determine the current service ratios, response times, and other performance objectives for public services and to identify mitigation measures as appropriate to reduce potential impacts, if any are necessary. Since the proposed Project could result in substantial adverse physical impacts associated with new or altered government facilities in order to maintain acceptable services, impacts related to public services and will be evaluated further in the EIR.

5.16 RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less than Significant Impact.

The proposed Project would include the subdivision of the 60.86-acre site into four (4)_ parcels. Each parcel would be developed with an industrial warehouse building (four (4) warehouse buildings total) and associated onsite infrastructure, providing a total gross building area of 1,129,854 square feet (SF). Additional improvements to the site would include landscaping, sidewalks, utility connections, stormwater facilities, and pavement of parking areas and drive aisles. Parks and recreational facilities within the City and vicinity are maintained and operated by the City of Hemet Public Works Department, Valley-Wide Parks and Recreation District, Hemet Unified School District (HUSD), and the Riverside County Department of Parks and Recreation. Existing parks within the City include 17 parks on a total of approximately 700.25 acres (City of Hemet, 2012). 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). The demand for parks and recreation is determined by changes in housing and population. The estimated population in the City of Hemet as of 2022 is 90,689 and the ratio of existing parkland acres per 1,000 residents is 7.7 (US Census Bureau, 2022).

In this case, the Project is industrial in nature, and no new residents or housing would be introduced to the site. Implementation of the proposed Project would not directly increase housing or population as the proposed Project does not propose any type of residential use or other land use which typically cause an increase in the demand for, and use of, existing neighborhood parks and other citywide recreational facilities. The proposed Project would however generate new employees that may occasionally increase the use of existing local, neighborhood, and regional parks.

The employees that would fill these roles are anticipated to come from the region, as the unemployment rate for the County of Riverside was 3.7 percent and 5.5 percent for the City of Hemet (State Employment Development Department, 2023). Additionally, the City of Hemet and Riverside County are both Housing-dense areas, meaning that more housing is provided than employment opportunities in the area. Table 5.16-1 provides the projected jobs-to-housing ratios, based on SCAG's 2020-2045 RTP/SCS, for the City of Hemet and Riverside County.

Table 5.16-1: Jobs - Housing Trends in the City of Hemet and Riverside County

	Employment in 2016	Number of Dwelling Units in 2016	2016 Jobs to Housing Ratio	Employment in 2045	Number of Dwelling Units in 2045	2045 Jobs to Housing Ratio
City of Hemet	21,700	29,900	0.73	40,200	53,500	0.75
Riverside County	743,000	716,000	1.04	1,103,000	1,086,000	1.02

Source: Southern California Association of Governments (SCAG) 2020

As shown in Table 5.16-1, the projected 2045 jobs-to-housing ratio for the City of Hemet and Riverside County are 0.75 and 1.02, respectively; that is, both the City of Hemet and Riverside County are housing-rich. According to the SCAG Environmental Justice Technical Report, the SCAG Region had a jobs-housing ratio of 1.19 in 2016 (SCAG, 2020b). Communities with more than 1.19 jobs per dwelling unit are considered jobs-rich; those with fewer than 1.19 are "housing rich," meaning that more housing is provided than employment opportunities in the area. 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 the housing density, it is anticipated that new employees at the Project site would already reside within commuting distance and would not generate needs 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 and would therefore not result in accelerated deterioration to these facilities such that the construction or expansion of recreational facilities would be necessary. Additionally, even with the addition 976 people to the City of Hemet population, the City of Hemet would still maintain a ratio of parkland acres per 1,000 residents of 7.6, well beyond the established ratio of 5.0 acres of parkland per 1,000 residents. Therefore, any impacts related to the physical deterioration of existing recreation parks or facilities would be less than significant and this topic will not be evaluated in the EIR.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less than Significant Impact.

As discussed above, the Project does not propose any residential facilities or other land use that would cause a direct increase in housing or the residential population. The proposed Project would develop the site with a new industrial warehouse facility (four (4) warehouse buildings total), which 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. Thus, the proposed Project would not generate a substantial population that would generate a significant increase in the use of recreation facilities, nor would it require the construction of new or expansion of existing recreational facilities. Therefore, impacts would be less than significant and this topic will not be evaluated further in the EIR.

5.17 TRANSPORTATION

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☒	☐	☐	☐
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	☒	☐	☐	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☒	☐	☐	☐
d) Result in inadequate emergency access?	☒	☐	☐	☐

Response a) through d).

Potentially Significant Impact.

The 60.86-acre Project site is currently undeveloped and vacant. Implementation of the proposed Project would subdivide the site into four (4) parcels. Each parcel would be developed with an industrial warehouse building (four (4) warehouse buildings total) and associated onsite infrastructure, providing a total gross building area of 1,129,854 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 Project site under the proposed zoning could result in an increase in vehicle trips from worker vehicles and truck activity, which may conflict with local plans, policies, or ordinances. The proposed Project would include new driveways and transportation improvements that could introduce new geometric design features that may be considered hazardous or incompatible with existing infrastructure or uses. Further analysis will be required to determine whether the proposed Project would result in impacts to transportation. Therefore, a Vehicle Miles Traveled (VMT) Assessment will be prepared as part of the Draft EIR to determine potential impacts related to VMT and identify mitigation measures as appropriate to reduce potential impacts, if any are necessary. Since the proposed Project has the potential to result in significant impacts related to transportation, these will be further addressed in the EIR.

5.18 TRIBAL CULTURAL RESOURCES

a) Would the project 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:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	☒	☐	☐	☐
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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☒	☐	☐	☐

Response a)i) and a)ii).

Potentially Significant Impact.

The Project site is currently undeveloped and vacant. Development of the proposed Project would subdivide the 60.86-acre site into four (4) parcels. Each parcel would be developed with an industrial warehouse building (four [4] warehouse buildings total) and associated onsite infrastructure, providing a total gross building area of 1,129,854 SF. Additional improvements to the site would include landscaping, sidewalks, utility connections, stormwater facilities, and pavement of parking areas and drive aisles. According to the GP EIR Exhibit 4.5-1, *Cultural Resource Sensitivity*, the Project site is located in an area of low archaeological sensitivity. However, the Project site could contain significant tribal cultural resources. Ground disturbance associated with construction of the proposed Project could result in significant impacts to tribal cultural resources if they are discovered during ground disturbing activities. Further analysis will be required to determine whether the proposed Project would result in impacts to tribal cultural resources. Therefore, a Cultural Resource and a Paleontological Resource study will be prepared as part of the Draft EIR to determine the significance of tribal cultural resources on the Project site and to identify mitigation measures as appropriate to reduce potential impacts, if any are necessary. Additionally, the City of Hemet will conduct tribal consultation pursuant to Assembly Bill 52 and Senate Bill 18. Therefore, since the proposed Project has the potential to result in significant impacts, tribal cultural resources will be evaluated further in the EIR.

5.19 UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☒	☐	☐	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☒	☐	☐	☐
c) 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?	☒	☐	☐	☐
d) 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?	☒	☐	☐	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☒	☐	☐	☐

Response a) through e)

Potentially Significant Impact.

The Project site is currently undeveloped and vacant. Implementation of the proposed Project would subdivide the 60.86-acre site into four (4) parcels. Each parcel would be developed with an industrial warehouse building (four [4] warehouse buildings total) and associated onsite infrastructure, providing a total gross building area of 1,129,854 SF. Additional improvements to the site would include landscaping, sidewalks, utility connections, stormwater facilities, and pavement of parking areas and drive aisles. The Project proposes to construct on-site water and sewer lines that would connect to the existing water and sewer system on West Acacia Avenue. The proposed Project also proposes to construct an on-site infiltration/drainage basin. The proposed Project would require water supplies which would be provided by the Eastern Municipal Water District (EMWD). In addition, the proposed Project would comply with the requirements of Cal. Code Regs. tit. 14 § 15155 and will prepare a Water Supply Assessment as part of the Draft EIR. Increased water demand for the proposed Project would be quantified and compared to EMWD's current and projected water supplies available in the reasonably foreseeable future during normal, dry, and multiple dry years.

Once operational, the proposed Project could generate significant additional wastewater. To ensure the proposed Project wastewater treatment capacity needs can be met, further analysis is required. Solid waste from construction and operation of the proposed Project would be collected by CR&R Waste and Recycling Services and sent to the Perris Transfer and Material Recovery Facility located in Perris, California. To ensure that the Perris Transfer and Recovery Facility needs can be met, further analysis is required.

Furthermore, the proposed Project would include construction of onsite storm water and sewer lines that would connect to existing lines within West Acacia Avenue, as described in Section 3.0, *Project Description.*

In addition, the proposed Project would include a detention/infiltration basin located along the entire length of the western boundary of the site. The proposed Project is still under the design process and may include three potential storm drain improvement options, as specified in Section 3.0, Project Description. One option includes a new offsite storm drain line extending from the southwestern Project boundary, east along Whittier Avenue to Warren Road where it would connect to an existing storm drain line. The storm drain improvement options proposed are dependent on the capacities of existing storm drain lines located adjacent to the Project site. Impacts associated with the capacity of existing water, sewer and stormwater drainage facilities, or the required expansion of existing facilities, could be potentially significant. Therefore, further analysis will be required to determine whether the proposed Project would result in impacts to utilities and service systems. since the proposed Project has the potential to result in significant impacts, utilities and service systems will be evaluated further in the EIR.

5.20 WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact.

State Responsibility Areas (SRA's) refer to areas of the state in which the financial responsibility of preventing and suppressing fires has been determined to be primarily the responsibility of the state, as defined in Section 4102. In addition, the State Fire Marshal is mandated to classify lands within SRA's into Fire Hazard Severity Zones (FHSZ) pursuant to Section 51178 of the Government Code. Fire Hazard Severity Zones fall into one of the following classifications: Moderate, High, or Very High. Classifications are based on consistent statewide criteria and based on the severity of fire hazard that is expected to prevail in those areas.

According to the CalFire Fire Hazard Severity Zone Map and Figure 6.4, *Wildland Fire Severity Zone*, in the City's GP Public Safety Element, the Project site is not within a SRA or in a Very High Fire Hazard Severity Zone (VHFHSZ). The Project site is also not located within a High or Moderate FHSZ, nor is the local vicinity of the Project site. Therefore, the potential for wildfire within and in the vicinity of the Project site is low. Additionally, the proposed Project would provide adequate emergency access to the site via four ingress and egress driveways from the existing road of West Acacia Avenue and the buildout of Cawston Avenue. 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 or Riverside County Emergency Operations Plans and the Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan. Further, the City of Hemet does not have a designated City evacuation route and 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 constructions 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 is required to design and construct internal access and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the City's Municipal Code, the County Fire Department would review the development plans prior to approval to ensure adequate emergency access pursuant to 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. Since the proposed Project is required to comply with all applicable codes, as verified by the city. Therefore, the Project would not impair an emergency response plan or emergency evacuation plan and impacts would be less than significant. This topic will not be further evaluated in the EIR.

b) **Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

Less than Significant Impact.

The Project site is located in a flat area that does not contain or is adjacent to large slopes. As described in the previous response, the Project site is not within an SRA or a VHFHSZ. The Project site is also not located within a High or Moderate FHSZ, nor is the local vicinity of the Project site. Therefore, the potential for wildfire within and in the vicinity of the Project site is low. The areas considered to be within FHSZ in the City of Hemet are for the majority adjacent to largely dry vegetated areas such as trees and grassland groundcover, which can provide fuel for wildfires, as well as adjacent to steep slopes. The Project site and adjacent areas are sparsely vegetated, flat, urbanized, and do not contain other major factors that could exacerbate wildfire risks. Implementation of the proposed Project would be required to adhere to the California Fire Code, as adopted by the Riverside County Fire Department, and would be reviewed by the County's Building and Safety Division during the permitting process to ensure that the Project plans meet the fire protection requirements. Therefore, the Project would result in less than significant impacts related to exposure of people or structures to significant risk involving wildland fires and will not be further evaluated in the EIR.

c) **Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

Less than Significant Impact.

As described in the previous responses, the Project site is not within an SRA or a VHFHSZ. The Project site is also not located within a High or Moderate FHSZ, nor is the local vicinity of the Project site. Therefore, the potential for wildfire within and in the vicinity of the Project site is low. The Project does not require the installation or maintenance of associated infrastructure (including roads, fuel breaks, emergency water sources, power lines, or other utilities) that would exacerbate fire risk or that would result in impacts to the environment. Although the Project includes new driveways for access to all four (4) buildings within the Project site and the extension of Cawston Avenue, the Project would be required to comply with all applicable design standards and regulations, such as the California Fire Code and City of Hemet Municipal Code Article IX, which provide requirements to reduce the potential of fires that include vegetation management, construction materials and methods, installation of automatic sprinkler systems, and fire flows (the quantity of water available for fire-protection purposes). Although utility improvements, including domestic water, sanitary sewer, and an infiltration basin proposed as part of the Project would be extended throughout the Project site, these utility improvements would be largely underground and would not exacerbate fire risk. Project design and implementation of utility improvements would be reviewed and approved by the City as part of the Project approval process to ensure the proposed Project is compliant with all applicable design standards and regulations. Therefore, the proposed Project would not include infrastructure (such as roads,

fuel breaks, emergency water sources, power lines, or other utilities), that would exacerbate fire risk or that would result in significant impacts to the environment. Therefore, the Project would result in less than significant impacts related to exacerbating fire risk due to installation of associated infrastructure and will not be further evaluated in the EIR.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less than Significant Impact.

Post-fire slope instability occurs when a wildfire affects a vegetated slope which removes the vegetation and decreases the infiltration of the slope and cause the soil to become loose after rainfall. As described in the previous responses, the Project site is not within an SRA or a VHFHSZ. The Project site is also not located within a High or Moderate FHSZ, nor is the local vicinity of the Project site. Therefore, the potential for wildfire within and in the vicinity of the Project site is low. In addition, the Project site is in a flat area that does not contain or is adjacent to large slopes, and the Project would not generate large slopes post construction. However, during Project construction soil would be compacted, and drainage patterns would be temporarily altered due to grading, and there would be a temporary increased potential for flooding compared to existing conditions. However, the proposed Project would be required to comply with the NPDES construction regulations and City's MS4 permit (Order 2009-0009) that requires development and implementation of a SWPPP where construction Best Management Practices (BMPs) would be identified and implemented as part of the proposed Project. Implementation of construction BMPs would control and direct surface runoff to prevent flooding, and as such, Project construction would not expose people or structures to significant risks related to downslope and downstream flooding. During operation, the proposed Project would not substantially alter the existing onsite drainage patterns. Compliance with the proposed operational BMPs would ensure onsite storm drain facilities would be sized to accommodate stormwater runoff from the Project site so that onsite flooding would not occur. Furthermore, the Project includes installation of onsite drainage improvements. Thus, the Project would not result in significant risks related to wildfires or risks related to downslope or downstream flooding or landslides after wildfires. Impacts would be less than significant and this topic will not be further evaluated in the EIR.

5.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact.

Development of the proposed Project has the potential to impact habitat of fish or wildlife species or rare, endangered species of plant or animal, or plan or animal communities as discussed in Section *5.4, Biological Resources*, of this document. As previously stated, a site-specific biological resources study will be conducted to determine potential biological resources impacts. Therefore, the EIR will include evaluation of whether the Project has the potential to substantially degrade the quality of the environment, substantially reduce the habitat wildlife species, cause a wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. This topic will be carried forward in the EIR.

As discussed within Section *5.5, Cultural Resources*, the Project site has the potential to contain known and unknown historic and archaeological resources that could be damaged or removed during Project construction. As previously stated, a site-specific cultural resources study will be conducted to determine potential cultural resource impacts. Therefore, this topic will be carried forward and analyzed further in the EIR.

As described in Section *5.7*, Geology and Soils, the Project site has the potential to contain paleontological resources that could be damaged or removed during Project construction. As previously stated, a site-specific paleontological resources study will be conducted to determine potential paleontological resource impacts. Therefore, this topic will be carried forward and analyzed further in the EIR.

Formal consultation pursuant to AB 52 and SB 18 will be carried out by the City of Hemet to identify potential tribal cultural resources or sites that could be impacted by the Project. A discussion of AB 52 and SB 18

consultation will be provided under the Tribal Cultural Resources section of the EIR. This topic will be carried forward in the EIR.

b) **Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

Potentially Significant Impact.

Cumulative impacts are defined as two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period. The CEQA Guidelines, Section 15130 (a) and (b), states:

a) Cumulative impacts shall be discussed when the project's incremental effect is cumulatively considerable.
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 of detail as is provided of the effects attributable to the project. The discussion should be guided by the standards of practicality and reasonableness.

As described above, the Project would construct industrial warehouse facilities consisting of four (4) buildings in total and related improvements. As presented in this document, potential Project-related impacts are less than significant or have no impact, for the following topics:

- Aesthetics
- Agricultural Resources
- Mineral Resources
- Recreation
- Wildfire

Given that the potential Project-related impacts of the topics listed above would be less than significant or have no impact, implementation of the proposed Project would not result in impacts that are cumulatively considerable when evaluated with the impacts of other current projects, or the effects of probable future projects for the five identified topic areas above. Therefore, the proposed Project's contribution to significant cumulative impacts would be less than cumulatively considerable.

Based on the discussion provided in this Initial Study, the Project has the potential to result in significant impacts, and further, could result in cumulative impacts to:

- 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

The extent and significance of potential cumulative impacts resulting from the combined effects of the proposed Project plus other past, present, and reasonably foreseeable future projects will be evaluated in the EIR.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact.

Development of the site into four (4) industrial warehouse buildings could directly or indirectly cause substantial adverse effects on human beings if not properly mitigated. The proposed Project could result in potential impacts to the 15 topic areas identified above, which could result in adverse effects on human beings. Therefore, these impacts will be addressed in the EIR, and mitigation measures will be recommended as appropriate.

6 REFERENCES

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U.S. Census Bureau. Data Commons. [online]: https://datacommons.org/place/geoId/0633182. Accessed May 9, 2024.

End of document.

NOTICE OF PREPARATION of a DRAFT ENVIRONMENTAL IMPACT REPORT and PUBLIC SCOPING MEETING

NOP Comment Period: May 29, 2024, to July 12, 2024

To: (Please see attached list of Responsible, Trustee, Federal, and Local Agencies, and adjacent property owners)

From: City of Hemet Planning Department
445 East Florida Avenue
Hemet, CA 92543

CEQA Lead Agency

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

SUBJECT: Hemet Logistics West Project

Note: This notice was originally circulated on May 29, 2024. This notice was then updated on June 4, 2024. Revisions are shown in red format and include an extension of 14 days to the NOP Comment Period and an update to the City staff contact information, specifically the email address listed to provide written comments to the City of Hemet.

NOTICE IS HEREBY GIVEN that the City of Hemet (City) is commencing preparation of an Initial Study Report (Draft EIR) for the Hemet Logistics West project (proposed Project) and has released this Notice of Preparation (NOP) per requirements of the California Environmental Quality Act (CEQA).

The proposed 60.86-acre Project site is located southwest of the intersection of West Acacia Avenue and Cawston Avenue, in the City of Hemet, California. The Project site comprises one parcel of land identified as Assessor's Parcel Number (APN) 456-010-025. Currently the site is vacant and undeveloped. The site is surrounded by commercial and residential land uses to the north, residential land use to the west, airport land use to the south, as well as airport and industrial land uses to the east.

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 Business Park (B-P), and the northern portion of the site is zoned General Commercial (C-2).

The City requests your comments as to the proposed Project's scope and content of the environmental information germane to your interest/agency's statutory responsibilities. Information gathered during the NOP comment period will be used to shape and focus future analyses of environmental impacts.

NOP COMMENT PERIOD

The City invites you to submit written comments describing your specific environmental concerns, and if representing a public agency, to please identify your specific areas of statutory responsibility, if applicable.

Written comments are desired at the earliest possible date, but due to the time limits mandated by State law, your response must be sent no later than the end of the public comment period. **The NOP public comment period begins on May 29, 2024, and ends on July 12, 2024.** Please send your written comments to the City staff contact identified above, and please include your name, address, and contact information in you correspondence.

An Initial Study was prepared for the proposed Project, which includes a full project description and analysis of potential environmental effects from implementation of the Project. However, a project description and summary of the potential environmental effects are also contained herein. An electronic version of this Notice, the Initial Study, and project-related documents can be found on the City's website: https://www.hemetca.gov/797/Environmental-Documents.

SCOPING MEETING

The City will conduct a public scoping meeting in conjunction with this Notice of Preparation in order to receive public comments and suggestions regarding the scope and content of the EIR. The meeting will be held on:

Date: Thursday, June 13, 2024
Time: 6 p.m. to 7 p.m.
Location: Hemet Public Library Conference Room
300 E Latham Avenue
Hemet, CA 92543

I. Project Description

The Project applicant is proposing to subdivide the 60.86-acre site (2,650,915 894 square feet [SF]) into four (4) parcels. Parcel 1 would be adjacent to West Acacia Avenue in the northern portion of the Project site and would be the largest parcel with an area of 37.99 acres. The other three parcels would be located in the southern portion of the Project site. Parcel 2 would be located in the southwest portion with an area of 11.46 acres, Parcel 3 would be located 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.

Each parcel would be developed with an industrial warehouse building (four {4} warehouse buildings total) with a combined gross floor area of approximately 1,101,894 SF. The proposed Project would include associated parking, infrastructure, and landscape improvements corresponding with each building. Additionally, a large infiltration basin is proposed along the western Project boundary.

Building 1 would be located in the northern portion of the site and Buildings 2, 3, and 4 would be located in the southern portion of the site. Of the total building area for all four buildings 1,073,854 SF would be utilized as warehouse space and 56,000 SF as office space (Table 1. *Building Data Summary*). Each building would be one story tall with a maximum height of 55 feet, and each building would be used for warehouse and office space, including mezzanine office space. The proposed buildings would be setback 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.

Table 1. Building Data Summary

	Building 1	Building 2	Building 3	Building 4	Total
Site Area	1,654,857 SF 37.99 ac	499,162 SF 11.46	323,340 SF 7.42 ac	233,424 SF 5.36 ac	2,650,915 SF 60.86 ac
Building Area	706,224 SF	192,443 SF	144,176 SF	87,051 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	Warehouse: 79,051 SF Office: 4,000 SF	Office: 28,000 SF Warehouse: 1,073,894 SF Total: 1,101,894
Mezzanine Building Area	Office: 10,000	Office: 10,000	Office: 4,000	Office: 4,000	Office Total: 28,000 SF
FAR	0.43	0.39	0.45	0.37	0.43
Clear Height	42’	32’	32’	32’	N/A
Building Height	55”	42’	42’	42’	N/A

Because the Project site contains two land use designations the Project applicant proposes a General Plan Amendment to the existing land use designation of Community Commercial (C-C) in the northern portion of the site to Business Park (B-P), in order to have a uniform land use designation throughout the Project site. Additionally, the proposed Project would include a zone change from the site’s existing zoning of General Commercial (C-2) to Business Park (B-P) in the northern portion of the Project site. The General Plan Amendment to the B-P land use designation would also allow for the proposed zone change to B-P which would accommodate that portion of the proposed Project to develop industrial warehouse uses, as proposed above. Additionally, the proposed Project would include an amendment to the Roadway Circulation Master Plan for the vacation of Whittier Avenue along the southern property line to Cawston Avenue. In accordance and conjunction with the City, Whittier Avenue would be vacated along the Project frontage due to the infeasibility of buildout along that portion of the planned roadway as multiple easements would be required.

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. Additionally, the Project would provide 210 trailer parking stalls. The proposed Project would also include a parking variance from the City of Hemet Municipal Code parking criteria to be approved with the provision of a parking study.

The proposed Project would dedicate approximately 530,000 SF of the total site to landscaping. Landscaping would screen the proposed building, infiltration/detention basin, parking, and loading areas from off-site viewpoints. The proposed landscaping extends around the perimeter of all four buildings and in between parking areas. A 10-foot-high decorative solid screen wall is proposed surrounding the trailer parking stall location and dock doors on the west length of Building 1. An eight (8) foot-high wrought iron fence is also proposed surrounding the trailer parking stall location and dock doors on the east length of Building 1. The wrought iron fence is also proposed around the perimeter of the dock doors for Buildings 1, 2, and 3. A four-foot-high screen wall is also proposed surrounding the parking stall locations west of Building 2 adjacent to the proposed basin.

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. Additionally, the proposed Project would also include a monument sign with electrical conduits located west of the proposed driveway on West Acacia Avenue.

Access to the proposed Project would be provided via four (4) new driveways: one on West Acacia Avenue and three from the buildout of Cawston Avenue. 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-wide and two inches while the two southern driveways would be 40-feet-wide. The three driveways from Cawston Avenue 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 Project site for emergency vehicle access. Internal circulation would be made available through several drive aisles between and around buildings.

The proposed Project would also include supporting infrastructure improvements. These improvements include on-site sewer, water, storm drain, electrical, gas, and telecommunication improvements. The Project would install a two (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 Project would install an onsite eight (8)-inch sewer connection to the existing eight (8)-inch diameter sewer line in West Acacia Avenue. All four proposed buildings would connect to the water and sewer line on West Acacia. The proposed Project would also implement a detention/infiltration basin located along the entire length of the western boundary of the site. The basin would be utilized for retention and infiltration of the proposed Projects stormwater runoff. The Project would also implement storm drains, which would connect to the infiltration basin. Additionally, the proposed Project would implement emergency spillways and down drains.

The proposed Project would include construction and improvements of sidewalks along the Project's frontage on West Acacia Avenue and the Cawston Avenue buildout. The proposed Project also includes a right of way dedication of five feet along the buildout of Cawston Avenue and a 47-foot ROW dedication along West Acacia Avenue. The Project would also result in road improvements of streetlights, curbs, gutters, sidewalks, and landscape along Cawston Avenue and West Acacia Avenue. Additionally, the proposed Project may also include grading and street improvements on West Acacia Avenue to State Route (SR) 74.

Construction activities would occur over one phase, all buildings would be constructed simultaneously, and include site preparation, grading, building construction, paving, and architectural coatings. Start of construction would begin in the third quarter of 2025 and would last approximately 14 months. Grading work of soils is expected to result in approximately 75,600 cubic yards (CY) of cut and 184,500 CY of fill soils for a net import of 108,900 CY of soil.

Construction would occur within the hours allowable by the Hemet Municipal Code Section 14.46, which states that construction shall occur only between the hours of 6:000 AM and 6:00 PM during the months of June through September and between the hours of 7:00 am and 6:00 pm during the months of October through May. No construction shall occur on Sundays and on Saturday's construction shall occur between the hours of 7:00 am and 6:00 pm.

The proposed Project would be operated for industrial warehouse purposes. Building 1 would include a built-to-suit (BTS) distribution center for Loctek and would function as an e-commerce fulfillment center and retail showroom with associated administrative offices. The other three buildings would be built and operated similarly with warehouse and office spaces for speculative industrial use. Operation is assumed

to be 24 hours a day, seven days a week. No cold storage is proposed for the Project. It is anticipated that operation of the proposed Project would require approximately 976 employees as a conservative estimate.

II. Required Actions/Permits

To allow for development of the proposed project, the following discretionary actions will be required from:

City of Hemet:

- General Plan Amendment from Community Commercial to Business Park
- General Plan Amendment to the City of Hemet Roadway Circulation Master Plan
- Zone change from General Commercial to Business Park
- Major Site Development Review
- 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)
- 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.

Other Agencies:

- Airport Land Use Commission Major Site Development Review

Other City, regional, and state departments/agencies also may use the EIR in conjunction with other required permits and approvals, including (but not limited to) the following:

- Eastern Municipal Water District
- Riverside County Airport Land Use Commission
- Riverside County Flood Control and Water Conservation District
- Airport Land Use Commission
- Southern California Edison
- Riverside County Department of Environmental Health
- South Coast Air Quality Management District
- State Water Board & Santa Ana Regional Water Quality Control Board

III. Potential Environmental Effects of the Proposed Project

The Draft EIR will contain a detailed Project Description, a map identifying the location of the project site and surrounding land uses, a description of the existing environmental setting, project- specific impacts, cumulative impacts, mitigation measures to reduce potentially significant impacts, and an alternatives analysis. It is anticipated that the Draft EIR will focus on the following environmental issues:

- 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

IV. Environmental Effects Determined not to be Significant during the Initial Study

During preparation of the Initial Study, the following environmental issues were determined to have either no impact or less than significant impacts from implementation of the proposed project.

- Aesthetics
- Agricultural and Forestry Resources
- Mineral Resources
- Recreation
- Wildfire

Therefore, no further analysis has been provided for these issue areas. However, a brief description of each of these environmental issues will be discussed in the Effects Found Not To Be Significant chapter of the Draft EIR.

V. Response to this NOP

Please provide written comments to the City no later than 30 days from receipt of this NOP. According to Section 15082(b) of the *CEQA Statute and Guidelines,* if you are representing a public agency, your comments should address the scope and content of environmental information related to your agency's area of statutory responsibility. More specifically, your response should identify the significant environmental issues and reasonable alternatives and mitigation measures that your agency will need to have explored in the Draft EIR, and whether your agency will be a responsible agency or trustee agency, as defined by Sections 15381 and 15386 of the *CEQA Statute and Guidelines,* respectively. Please return all comments either via U.S. postal mail to the following address:

Monique Alaniz-Flejter, Community
Development Director
City of Hemet Community Development
Department
445 East Florida Avenue
Hemet, CA 92543

Or via email with the subject line **"Hemet Logistics West - NOP Comments"**

Email: MFlejter@hemetca.gov

The City appreciates your conscientious attention to this NOP.

Project Title: Hemet Logistics West

Project Applicant: Lori Wu
212 Markham LLC
6475 Las Positas RD, Livermore, CA, 94551
(925) 621-9488

Date: June 4, 2024

Figure 1: Local Vicinity

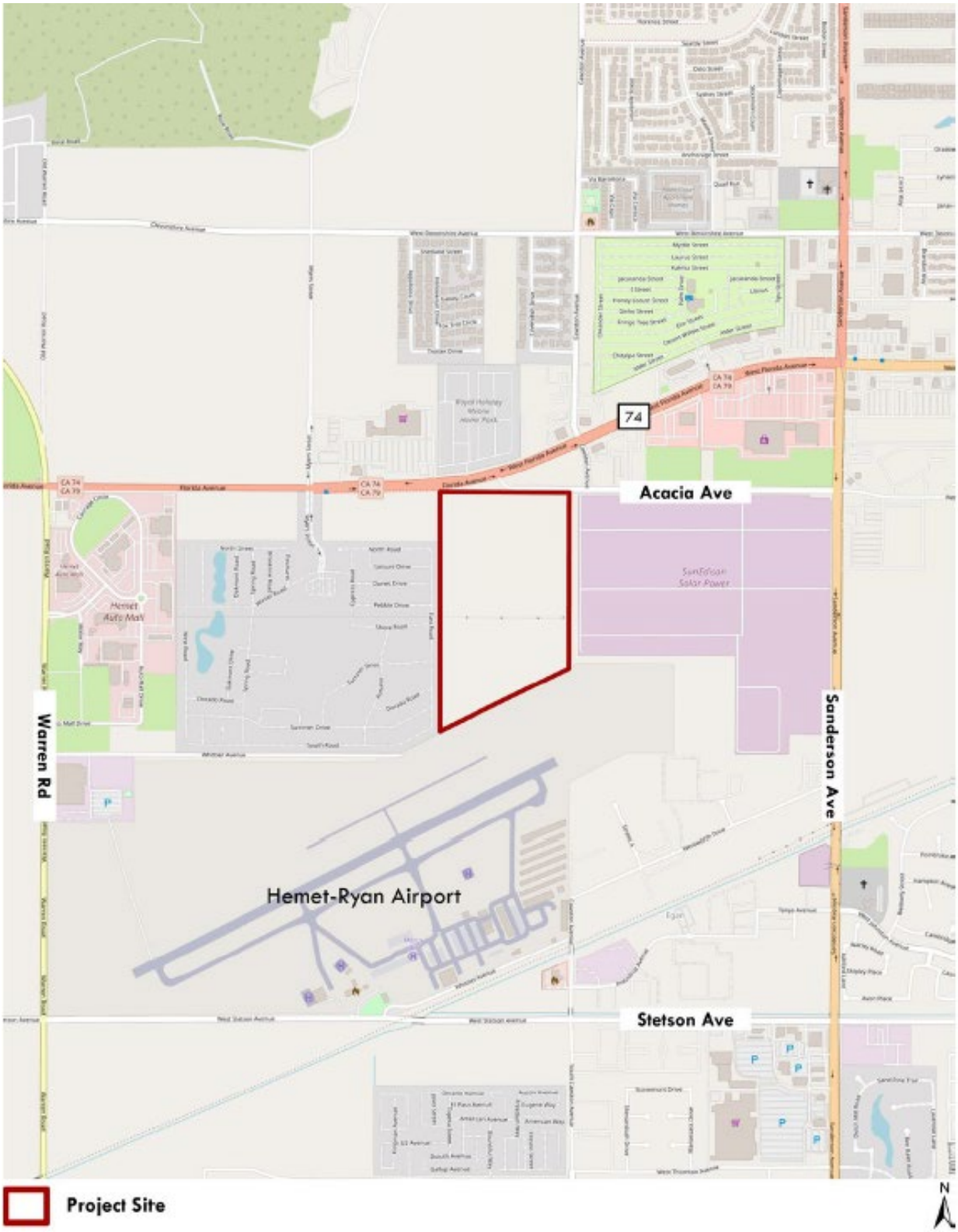
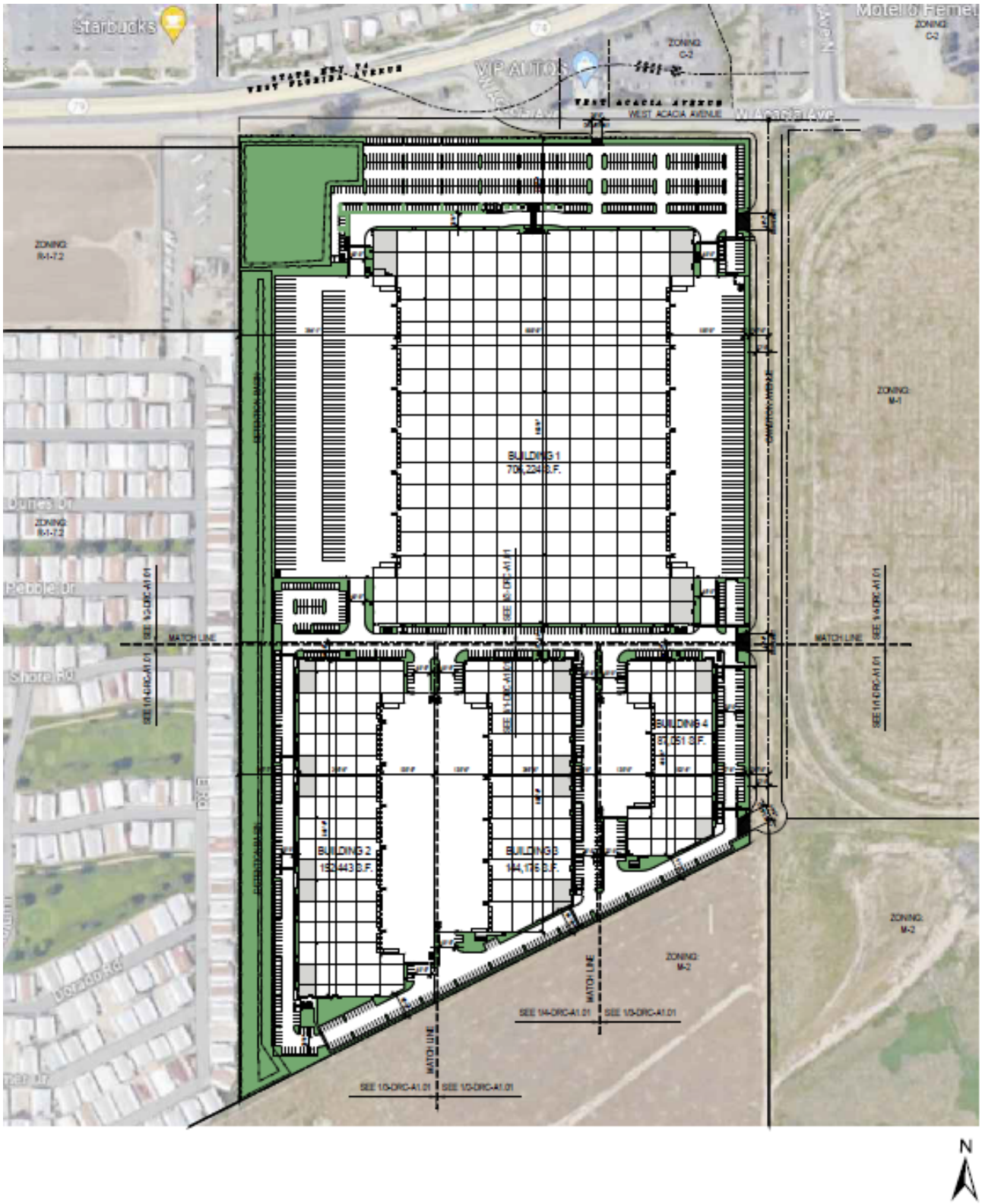


Figure 2: Conceptual Site Plan



Emilio Lozano

From: Monique Alaniz-Flejter <MFlejter@hemetca.gov>
Sent: Tuesday, June 18, 2024 12:30 PM
To: Charlie Cisakowski
Cc: Emilio Lozano; Sam Kelley
Subject: FW: Hemet Logistic West Project

Follow Up Flag: Follow up
Flag Status: Flagged

[NON-EPD]
Hi Charlie,

Please see correspondence below from ALUC.

Thank you.

www.hemetca.gov

Monique Alaniz-Flejter, AICP | *Community Development Director*

City of Hemet | *Community Development Department*
445 E. Florida Avenue | Hemet, CA 92543

Office: (951) 765-2370

From: Vega, Jaqueline <JaVega@RIVCO.ORG>
Sent: Tuesday, June 18, 2024 12:03 PM
To: Monique Alaniz-Flejter <MFlejter@hemetca.gov>
Subject: Hemet Logistic West Project

Warning: This email originated from outside the City of Hemet. Think before you click!

Hello,

Thank you for transmitting the above referenced project to ALUC for review. Please note 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 and specific plan amendment.

If not, City staff is able to conduct the review themselves. Unless the City would like to volunteer the project over to due to complexity and close proximity to the runway.

Should you have any questions, please contact me.

Jackie Vega
Urban Regional Planner II

Riverside County Airport Land Use Commission
4080 Lemon Street, 14th Floor
Riverside, Ca 92501
(951) 955-0982
Javega@RIVCO.ORG
www.rcaluc.org

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County of Riverside California

ROB BONTA
Attorney General

State of California
DEPARTMENT OF JUSTICE

1300 I STREET, SUITE 125
P.O. BOX 944255
SACRAMENTO, CA 94244-2550

E-Mail: EJ@doj.ca.gov

June 11, 2024

Monica Alaniz-Flejter, Community Development Director
City of Hemet
445 E. Florida Avenue
Hemet, CA 92543

RE: Hemet Logistics West Project, SCH #2024051197

Dear Ms. Alaniz-Flejter:

Thank you for the opportunity to provide comments on the Notice of Preparation for the Hemet Logistics West Project. While the logistics industry is an important component of our modern economy, warehouses can bring various environmental impacts to the communities where they are located. For example, diesel trucks visiting warehouses emit nitrogen oxide (NO_x)—a primary precursor to smog formation and a significant factor in the development of respiratory problems like asthma, bronchitis, and lung irritation—and diesel particulate matter (a subset of fine particular matter that is smaller than 2.5 micrometers)—a contributor to cancer, heart disease, respiratory illnesses, and premature death.[1] Trucks and on-site loading activities can also be loud, bringing disruptive noise levels during 24/7 operation that can cause hearing damage after prolonged exposure.[2] The hundreds, and sometimes thousands, of daily truck and passenger car trips that warehouses generate can contribute to traffic jams, deterioration of road surfaces, traffic accidents, and unsafe conditions for pedestrians and bicyclists. Depending on the circumstances of an individual project, warehouses may also have other environmental impacts.

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. We have attached a

[1] California Air Resources Board, Nitrogen Dioxide & Health, https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health (NOx); California Air Resources Board, Summary: Diesel Particular Matter Health Impacts, https://ww2.arb.ca.gov/resources/summary-diesel-particulate-matter-health-impacts; Office of Environmental Health Hazard Assessment and American Lung Association of California, Health Effects of Diesel Exhaust, https://oehha.ca.gov/media/downloads/calenviroscreen/indicators/diesel4-02.pdf (DPM).

[2] Noise Sources and Their Effects, https://www.chem.purdue.edu/chemsafety/Training/PPETrain/dblevels.htm (a diesel truck moving 40 miles per hour, 50 feet away, produces 84 decibels of sound).

copy of this document to this letter, and it is also available online.[3] We encourage you to consider the information in this document as you prepare the draft environmental impact report for this project.

Priority should be placed on avoiding land use conflicts between warehouses and sensitive receptors and on mitigating the impacts of any unavoidable land use conflicts. However, even projects located far from sensitive receptors may contribute to harmful regional air pollution, so you should consider measures to reduce emissions associated with the project to help the State meet its air quality goals. A distant warehouse may also impact sensitive receptors if trucks must pass near sensitive receptors to visit the warehouse.

The Bureau will continue to monitor proposed warehouse projects for compliance with the California Environmental Quality Act and other laws. We are available to discuss as you prepare the draft environmental impact report and consider how to guide warehouse development in your jurisdiction. Please do not hesitate to contact the Environmental Justice Bureau at ej@doj.ca.gov if you have any questions.

Sincerely,



CHRISTIE VOSBURG
Supervising Deputy Attorney General

For ROB BONTA
Attorney General

[3] https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf.

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ROB BONTA
Attorney General

State of California
DEPARTMENT OF JUSTICE

Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act

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In carrying out its duty to enforce laws across California, the California Attorney General's Bureau of Environmental Justice (Bureau)[1] regularly reviews proposed warehouse projects for compliance with the California Environmental Quality Act (CEQA) and other laws. When necessary, the Bureau submits comment letters to lead agencies regarding warehouse projects, and in rare cases the Bureau has filed litigation to enforce CEQA.[2] This document builds upon the Bureau's work on warehouse projects, collecting information gained from the Bureau's review of hundreds of warehouse projects across the state.[3] It is meant to help lead agencies pursue CEQA compliance and promote environmentally-just development as they confront warehouse project proposals.[4] While CEQA analysis is necessarily project-specific, this document provides information on feasible best practices and mitigation measures, nearly all of which have been adapted from actual warehouse projects in California.

I. Background

In recent years, the proliferation of e-commerce and rising consumer expectations of rapid shipping have contributed to a boom in warehouse development.[5] California, with its ports, population centers, and transportation network, has found itself at the center of this trend. In 2020, the Ports of Los Angeles, Long Beach, and Oakland collectively accounted for over 34% of all United States international container trade.[6] The Ports of Los Angeles and Long Beach alone generate about 35,000 container truck trips every day.[7] Accordingly, the South Coast Air Basin now contains approximately 3,000 warehouses of over 100,000 square feet each, with a total warehouse capacity of approximately 700 million square feet, an increase of 20 percent over the last five years.[8] This trend has only accelerated, with e-commerce growing to

[1] https://oag.ca.gov/environment/justice.
[2] https://oag.ca.gov/environment/ceqa; *People of the State of California v. City of Fontana* (Super. Ct. San Bernardino County, No. CIVSB2121829); *South Central Neighbors United et al. v. City of Fresno et al.* (Super. Ct. Fresno County, No. 18CECG00690).
[3] This September 2022 version revises and replaces the prior March 2021 version of this document.
[4] Anyone reviewing this document to determine CEQA compliance responsibilities should consult their own attorney for legal advice.
[5] As used in this document, "warehouse" or "logistics facility" is defined as a facility consisting of one or more buildings that stores cargo, goods, or products on a short- or long-term basis for later distribution to businesses and/or retail customers.
[6] Data from the Bureau of Transportation Statistics, Container TEUs (Twenty-foot Equivalent Units) (2020), https://data.bts.gov/stories/s/Container-TEU/x3fb-aeda/ (Ports of Los Angeles, Long Beach, and Oakland combined for 14.157 million TEUs, 34% of 41.24 million TEUs total nationwide) (last accessed September 18, 2022).
[7] U.S. Dept. of Transportation, Federal Highway Administration, *FHWA Operations Support – Port Peak Pricing Program Evaluation* (2020), available at https://ops.fhwa.dot.gov/publications/fhwahop09014/sect2.htm (last accessed September 18, 2022).
[8] South Coast Air Qual. Mgmt. Dist., *Final Socioeconomic Assessment for Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and Proposed Rule 316 – Fees for Rule 2305*, at 7-8, 41 (May 2021).

13% of all retail sales and 2021 being a second consecutive record year for new warehouse space leased.[9] The latest data and forecasts predict that the next wave of warehouse development will be in the Central Valley.[10]

When done properly, these activities can contribute to the economy and consumer welfare. However, imprudent warehouse development can harm local communities and the environment. Among other pollutants, diesel trucks visiting warehouses emit nitrogen oxide (NO_x)—a primary precursor to smog formation and a significant factor in the development of respiratory problems like asthma, bronchitis, and lung irritation—and diesel particulate matter (a subset of fine particular matter that is smaller than 2.5 micrometers)—a contributor to cancer, heart disease, respiratory illnesses, and premature death.[11] Trucks and on-site loading activities can also be loud, bringing disruptive noise levels during 24/7 operation that can cause hearing damage after prolonged exposure.[12] The hundreds, and sometimes thousands, of daily truck and passenger car trips that warehouses generate contribute to traffic jams, deterioration of road surfaces, and traffic accidents.

These environmental impacts also tend to be concentrated in neighborhoods already suffering from disproportionate health impacts and systemic vulnerability. For example, a comprehensive study by the South Coast Air Quality Management District found that communities located near large warehouses scored far higher on California's environmental justice screening tool, which measures overall pollution and demographic vulnerability.[13] That

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[9] U.S. Census Bureau News, Quarterly Retail E-Commerce Sales 4th Quarter 2021 (February 22, 2022), https://www.census.gov/retail/mrts/www/data/pdf/ec_current.pdf (last accessed September 18, 2022); CBRE Research, *2022 North America Industrial Big Box Report: Review and Outlook*, at 2-3 (March 2022), *available at* https://www.cbre.com/insights/reports/2022-north-america-industrial-big-box#download-report (last accessed September 18, 2022).

[10] CBRE Research, *supra note* 9, at 4, 36; New York Times, *Warehouses Are Headed to the Central Valley, Too* (Jul. 22, 2020), *available* at https://www.nytimes.com/2020/07/22/us/coronavirus-ca-warehouse-workers.html.

[11] California Air Resources Board, Nitrogen Dioxide & Health, https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health (last accessed September 18, 2022) (NOx); California Air Resources Board, Summary: Diesel Particular Matter Health Impacts, https://ww2.arb.ca.gov/resources/summary-diesel-particulate-matter-health-impacts (last accessed September 18, 2022); Office of Environmental Health Hazard Assessment and American Lung Association of California, Health Effects of Diesel Exhaust, https://oehha.ca.gov/media/downloads/calenviroscreen/indicators/diesel4-02.pdf (last accessed September 18, 2022) (DPM).

[12] Noise Sources and Their Effects, https://www.chem.purdue.edu/chemsafety/Training/PPETrain/dblevels.htm (last accessed September 18, 2022) (a diesel truck moving 40 miles per hour, 50 feet away, produces 84 decibels of sound).

[13] South Coast Air Quality Management District, "Final Socioeconomic Assessment for Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and Proposed Rule 316 – Fees for Rule 2305" (May 2021), at 4-5.

study concluded that, compared to the South Coast Air Basin averages, communities in the South Coast Air Basin near large warehouses had a substantially higher proportion of people of color; were exposed to more diesel particulate matter; had higher rates of asthma, cardiovascular disease, and low birth weights; and had higher poverty and unemployment rates.[14] Each area has its own unique history, but many of these impacts and vulnerabilities reflect historic redlining practices in these communities, which devalued land and concentrated poverty, racial outgroups, and pollution into designated areas.[15]

II. Proactive Planning: General Plans, Local Ordinances, and Good Neighbor Policies

To systematically guide warehouse development, we encourage local governing bodies to proactively plan for logistics projects in their jurisdictions. Proactive planning allows jurisdictions to prevent land use conflicts before they materialize and direct sustainable development. Benefits also include providing a predictable business environment, protecting residents from environmental harm, and setting consistent expectations jurisdiction-wide.

Proactive planning can take many forms. Land use designation and zoning decisions should channel development into appropriate areas. For example, establishing industrial districts near major highway and rail corridors but away from sensitive receptors[16] can help attract investment while avoiding conflicts between warehouse facilities and residential communities. Transition zones with lighter industrial and commercial land uses may also help minimize conflicts between residential and industrial uses.

In addition, general plan policies, local ordinances, and good neighbor policies should set minimum standards for logistics projects. General plan policies can be incorporated into existing economic development, land use, circulation, or other related general plan elements. Many jurisdictions alternatively choose to consolidate policies in a separate environmental justice element. Adopting general plan policies to guide warehouse development may also help

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[14] *Id*. at 5-7.

[15] Beginning in the 1930s, federal housing policy directed investment away from Black, immigrant, and working-class communities by color-coding neighborhoods according to the purported "riskiness" of loaning to their residents. In California cities where such "redlining" maps were drawn, nearly all of the communities where warehouses are now concentrated were formerly coded "red," signifying the least desirable areas where investment was to be avoided. *See* University of Richmond Digital Scholarship Lab, Mapping Inequality, https://dsl.richmond.edu/panorama/redlining/#loc=12/33.748/-118.272&city=los-angeles-ca (Los Angeles), https://dsl.richmond.edu/panorama/redlining/#loc=13/32.685/-117.132&city=san-diego-ca (San Diego), https://dsl.richmond.edu/panorama/redlining/#loc=11/37.81/-122.38&city=oakland-ca (Oakland), https://dsl.richmond.edu/panorama/redlining/#loc=13/37.956/-121.326&city=stockton-ca (Stockton), https://dsl.richmond.edu/panorama/redlining/#loc=12/36.751/-119.86&city=fresno-ca (Fresno) (all last accessed September 18, 2022).

[16] In this document, "sensitive receptors" refers to residences, schools, public recreation facilities, health care facilities, places of worship, daycare facilities, community centers, or incarceration facilities.

jurisdictions comply with their obligations under SB 1000, which requires local government general plans to identify objectives and policies to reduce health risks in disadvantaged communities, promote civil engagement in the public decision making process, and prioritize improvements and programs that address the needs of disadvantaged communities.[17]

Local ordinances and good neighbor policies that set development standards for all warehouses in the jurisdiction are a critical and increasingly common tool that serve several goals. When well-designed, these ordinances direct investment to local improvements, provide predictability for developers, conserve government resources by streamlining project review processes, and reduce the environmental impacts of industrial development. While many jurisdictions have adopted warehouse-specific development standards, an ordinance in the City of Fontana provides an example to review and build upon.[18] Good neighbor policies in Riverside County and by the Western Riverside Council of Government include additional measures worth consideration.[19]

The Bureau encourages jurisdictions to adopt their own local ordinances that combine the strongest policies from those models with measures discussed in the remainder of this document.

III. Community Engagement

Early and consistent community engagement is central to establishing good relationships between communities, lead agencies, and warehouse developers and tenants. Robust community engagement can give lead agencies access to community residents' on-the-ground knowledge and information about their concerns, build community support for projects, and develop creative solutions to ensure new logistics facilities are mutually beneficial. Examples of best practices for community engagement include:

- Holding a series of community meetings at times and locations convenient to members of the affected community and incorporating suggestions into the project design.
- Posting information in hard copy in public gathering spaces and on a website about the project. The information should include a complete, accurate project description, maps and drawings of the project design, and information about how the public can provide input and be involved in the project approval process. The

[17] For more information about SB 1000, *see* https://oag.ca.gov/environment/sb1000.
[18] https://oag.ca.gov/system/files/attachments/press-docs/Final%20Signed%20Fontana%20Ordinance.pdf (last accessed September 18, 2022).
[19] For example, the Riverside County policy requires community benefits agreements and supplemental funding contributions toward additional pollution offsets, and the Western Riverside Council of Governments policy sets a minimum buffer zone of 300 meters between warehouses and sensitive receptors. https://www.rivcocob.org/wp-content/uploads/2020/01/Good-Neighbor-Policy-F-3-Final-Adopted.pdf (last accessed September 18, 2022) (Riverside County); http://www.wrcog.cog.ca.us/DocumentCenter/View/318/Good-Neighbor-Guidelines-for-Siting-Warehouse-Distribution-Facilities-PDF?bidId= (last accessed September 18, 2022) (Western Riverside Council of Governments).

information should be in a format that is easy to navigate and understand for members of the affected community.

- Providing notice by mail to residents and schools within a certain radius of the project and along transportation corridors to be used by vehicles visiting the project, and by posting a prominent sign on the project site. The notice should include a brief project description and directions for accessing complete information about the project and for providing input on the project.
- Providing translation or interpretation in residents' native language, where appropriate.
- For public meetings broadcast online or otherwise held remotely, providing for access and public comment by telephone and supplying instructions for access and public comment with ample lead time prior to the meeting.
- Partnering with local community-based organizations to solicit feedback, leverage local networks, co-host meetings, and build support.
- Considering adoption of a community benefits agreement, negotiated with input from affected residents and businesses, by which the developer provides benefits to the affected community.
- Creating a community advisory board made up of local residents to review and provide feedback on project proposals in early planning stages.
- Identifying a person to act as a community liaison concerning on-site construction activity and operations, and providing contact information for the community liaison to the surrounding community.
- Requiring signage in public view at warehouse facilities with contact information for a local designated representative for the facility operator who can receive community complaints, and requiring any complaints to be answered by the facility operator within 48 hours of receipt.

IV. Warehouse Siting and Design Considerations

The most important consideration when planning a logistics facility is its location. Warehouses located in residential neighborhoods or near sensitive receptors expose community residents and those using or visiting sensitive receptor sites to the air pollution, noise, traffic, and other environmental impacts they generate. Therefore, placing facilities away from sensitive receptors significantly reduces their environmental and quality of life harms on local communities. The suggested best practices for siting and design of warehouse facilities does not relieve lead agencies' responsibility under CEQA to conduct a project-specific analysis of the project's impacts and evaluation of feasible mitigation measures and alternatives; lead agencies' incorporation of the best practices must be part of the impact, mitigation and alternatives analyses to meet the requirements of CEQA. Examples of best practices when siting and designing warehouse facilities include:

- Per California Air Resources Board (CARB) guidance, siting warehouse facilities so that their property lines are at least 1,000 feet from the property lines of the nearest sensitive receptors.[20]
- Providing adequate amounts of on-site parking to prevent trucks and other vehicles from parking or idling on public streets and to reduce demand for off-site truck yards.
- Establishing setbacks from the property line of the nearest sensitive receptor to warehouse dock doors, loading areas, and truck drive aisles, and locating warehouse dock doors, loading areas, and truck drive aisles on the opposite side of the building from the nearest sensitive receptors—e.g., placing dock doors on the north side of the facility if sensitive receptors are near the south side of the facility.
- Placing facility entry and exit points from the public street away from sensitive receptors—e.g., placing these points on the north side of the facility if sensitive receptors are adjacent to the south side of the facility.
- Ensuring heavy duty trucks abide by the on-site circulation plans by constructing physical barriers to block those trucks from using areas of the project site restricted to light duty vehicles or emergency vehicles only.
- Preventing truck queuing spillover onto surrounding streets by positioning entry gates after a minimum of 140 feet of space for queuing, and increasing the distance by 70 feet for every 20 loading docks beyond 50 docks.
- Locating facility entry and exit points on streets of higher commercial classification that are designed to accommodate heavy duty truck usage.
- Screening the warehouse site perimeter and onsite areas with significant truck traffic (e.g., dock doors and drive aisles) by creating physical, structural, and/or vegetative buffers that prevent or substantially reduce pollutant and noise dispersion from the facility to sensitive receptors.
- Planting exclusively 36-inch box evergreen trees to ensure faster maturity and four-season foliage.
- Requiring all property owners and successors in interest to maintain onsite trees and vegetation for the duration of ownership, including replacing any dead or unhealthy trees and vegetation.
- Posting signs clearly showing the designated entry and exit points from the public street for trucks and service vehicles.
- Including signs and drive aisle pavement markings that clearly identify onsite circulation patterns to minimize unnecessary onsite vehicle travel.
- Posting signs indicating that all parking and maintenance of trucks must be conducted within designated on-site areas and not within the surrounding community or public streets.

[20] CARB, Air Quality and Land Use Handbook: A Community Health Perspective (April 2005), at ES-1. CARB staff has released draft updates to this siting and design guidance which suggests a greater distance may be warranted in some scenarios. CARB, Concept Paper for the Freight Handbook (December 2019), *available at* https://ww2.arb.ca.gov/sites/default/files/2020-03/2019.12.12%20-%20Concept%20Paper%20for%20the%20Freight%20Handbook_1.pdf (last accessed September 18, 2022).

V. Air Quality and Greenhouse Gas Emissions Analysis and Mitigation

Emissions of air pollutants and greenhouse gases are often among the most substantial environmental impacts from new warehouse facilities. CEQA compliance demands a proper accounting of the full air quality and greenhouse gas impacts of logistics facilities and adoption of all feasible mitigation of significant impacts. Although efforts by CARB and other authorities to regulate the heavy-duty truck and off-road diesel fleets have made excellent progress in reducing the air quality impacts of logistics facilities, the opportunity remains for local jurisdictions to further mitigate these impacts at the project level. Lead agencies and developers should also consider designing projects with their long-term viability in mind. Constructing the necessary infrastructure to prepare for the zero-emission future of goods movement not only reduces a facility's emissions and local impact now, but it can also save money as demand for zero-emission infrastructure grows. In planning new logistics facilities, the Bureau strongly encourages developers to consider the local, statewide, and global impacts of their projects' emissions.

Examples of best practices when studying air quality and greenhouse gas impacts include:

- Fully analyzing all reasonably foreseeable project impacts, including cumulative impacts. In general, new warehouse developments are not ministerial under CEQA because they involve public officials' personal judgment as to the wisdom or manner of carrying out the project, even when warehouses are permitted by a site's applicable zoning and/or general plan land use designation.[21]
- When analyzing cumulative impacts, thoroughly considering the project's incremental impact in combination with past, present, and reasonably foreseeable future projects, even if the project's individual impacts alone do not exceed the applicable significance thresholds.
- Preparing a quantitative air quality study in accordance with local air district guidelines.
- Preparing a quantitative health risk assessment in accordance with California Office of Environmental Health Hazard Assessment and local air district guidelines.
- Refraining from labeling compliance with CARB or air district regulations as a mitigation measure—compliance with applicable regulations is required regardless of CEQA.
- Disclosing air pollution from the entire expected length of truck trips. CEQA requires full public disclosure of a project's anticipated truck trips, which entails calculating truck trip length based on likely truck trip destinations, rather than the distance from the facility to the edge of the air basin, local jurisdiction, or other truncated endpoint. All air pollution associated with the project must be considered, regardless of where those impacts occur.

[21] CEQA Guidelines § 15369.

- Accounting for all reasonably foreseeable greenhouse gas emissions from the project, without discounting projected emissions based on participation in California's Cap-and-Trade Program.

Examples of measures to mitigate air quality and greenhouse gas impacts from construction are below. To ensure mitigation measures are enforceable and effective, they should be imposed as permit conditions on the project where applicable.

- Requiring off-road construction equipment to be hybrid electric-diesel or zero-emission, where available, and all diesel-fueled off-road construction equipment to be equipped with CARB Tier IV-compliant engines or better, and including this requirement in applicable bid documents, purchase orders, and contracts, with successful contractors demonstrating the ability to supply the compliant construction equipment for use prior to any ground-disturbing and construction activities.
- Prohibiting off-road diesel-powered equipment from being in the "on" position for more than 10 hours per day.
- Using electric-powered hand tools, forklifts, and pressure washers, and providing electrical hook ups to the power grid rather than use of diesel-fueled generators to supply their power.
- Designating an area in the construction site where electric-powered construction vehicles and equipment can charge.
- Limiting the amount of daily grading disturbance area.
- Prohibiting grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone for the project area.
- Forbidding idling of heavy equipment for more than three minutes.
- Keeping onsite and furnishing to the lead agency or other regulators upon request, all equipment maintenance records and data sheets, including design specifications and emission control tier classifications.
- Conducting an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts.
- Using paints, architectural coatings, and industrial maintenance coatings that have volatile organic compound levels of less than 10 g/L.
- Providing information on transit and ridesharing programs and services to construction employees.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations for construction employees.

Examples of measures to mitigate air quality and greenhouse gas impacts from operation include:

- Requiring all heavy-duty vehicles engaged in drayage[22] to or from the project site to be zero-emission beginning in 2030.

[22] "Drayage" refers generally to transport of cargo to or from a seaport or intermodal railyard.

- Requiring all on-site motorized operational equipment, such as forklifts and yard trucks, to be zero-emission with the necessary charging or fueling stations provided.
- Requiring tenants to use zero-emission light- and medium-duty vehicles as part of business operations.
- Forbidding trucks from idling for more than three minutes and requiring operators to turn off engines when not in use.
- Posting both interior- and exterior-facing signs, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, the local air district, and the building manager.
- Installing solar photovoltaic systems on the project site of a specified electrical generation capacity that is equal to or greater than the building's projected energy needs, including all electrical chargers.
- Designing all project building roofs to accommodate the maximum future coverage of solar panels and installing the maximum solar power generation capacity feasible.
- Constructing zero-emission truck charging/fueling stations proportional to the number of dock doors at the project.
- Running conduit to designated locations for future electric truck charging stations.
- Unless the owner of the facility records a covenant on the title of the underlying property ensuring that the property cannot be used to provide refrigerated warehouse space, constructing electric plugs for electric transport refrigeration units at every dock door and requiring truck operators with transport refrigeration units to use the electric plugs when at loading docks.
- Oversizing electrical rooms by 25 percent or providing a secondary electrical room to accommodate future expansion of electric vehicle charging capability.
- Constructing and maintaining electric light-duty vehicle charging stations proportional to the number of employee parking spaces (for example, requiring at least 10% of all employee parking spaces to be equipped with electric vehicle charging stations of at least Level 2 charging performance)
- Running conduit to an additional proportion of employee parking spaces for a future increase in the number of electric light-duty charging stations.
- Installing and maintaining, at the manufacturer's recommended maintenance intervals, air filtration systems at sensitive receptors within a certain radius of facility for the life of the project.
- Installing and maintaining, at the manufacturer's recommended maintenance intervals, an air monitoring station proximate to sensitive receptors and the facility for the life of the project, and making the resulting data publicly available in real time. While air monitoring does not mitigate the air quality or greenhouse gas impacts of a facility, it nonetheless benefits the affected community by providing information that can be used to improve air quality or avoid exposure to unhealthy air.
- Requiring all stand-by emergency generators to be powered by a non-diesel fuel.
- Requiring facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of

trucks.

- Requiring operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.
- Meeting CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.
- Designing to LEED green building certification standards.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations.
- Posting signs at every truck exit driveway providing directional information to the truck route.
- Improving and maintaining vegetation and tree canopy for residents in and around the project area.
- Requiring that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Also require facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request.
- Requiring tenants to enroll in the United States Environmental Protection Agency's SmartWay program, and requiring tenants who own, operate, or hire trucking carriers with more than 100 trucks to use carriers that are SmartWay carriers.
- Providing tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.

VI. Noise Impacts Analysis and Mitigation

The noise associated with logistics facilities can be among their most intrusive impacts to nearby sensitive receptors. Various sources, such as unloading activity, diesel truck movement, and rooftop air conditioning units, can contribute substantial noise pollution. These impacts are exacerbated by logistics facilities' typical 24-hour, seven-days-per-week operation. Construction noise is often even greater than operational noise, so if a project site is near sensitive receptors, developers and lead agencies should adopt measures to reduce the noise generated by both construction and operation activities.

Examples of best practices when studying noise impacts include:

- Preparing a noise impact analysis that considers all reasonably foreseeable project noise impacts, including to nearby sensitive receptors. All reasonably foreseeable project noise impacts encompasses noise from both construction and operations, including stationary, on-site, and off-site noise sources.
- Adopting a lower significance threshold for incremental noise increases when baseline noise already exceeds total noise significance thresholds, to account for the cumulative impact of additional noise and the fact that, as noise moves up the decibel scale, each decibel increase is a progressively greater increase in sound

pressure than the last. For example, 70 dBA is ten times more sound pressure than 60 dBA.

- Disclosing and considering the significance of short-term noise levels associated with all aspects of project operation (i.e. both on-site noise generation and off-site truck noise). Considering only average noise levels may mask noise impacts sensitive receptors would consider significant—for example, the repeated but short-lived passing of individual trucks or loading activities at night.

Examples of measures to mitigate noise impacts include:

- Constructing physical, structural, or vegetative noise barriers on and/or off the project site.
- Planning and enforcing truck routes that avoid passing sensitive receptors.
- Locating or parking all stationary construction equipment as far from sensitive receptors as possible, and directing emitted noise away from sensitive receptors.
- Verifying that construction equipment has properly operating and maintained mufflers.
- Requiring all combustion-powered construction equipment to be surrounded by a noise protection barrier
- Limiting operation hours to daytime hours on weekdays.
- Paving roads where truck traffic is anticipated with low noise asphalt.
- Orienting any public address systems onsite away from sensitive receptors and setting system volume at a level not readily audible past the property line.

VII. Traffic Impacts Analysis and Mitigation

Warehouse facilities inevitably bring truck and passenger car traffic. Truck traffic can present substantial safety issues. Collisions with heavy-duty trucks are especially dangerous for passenger cars, motorcycles, bicycles, and pedestrians. These concerns can be even greater if truck traffic passes through residential areas, school zones, or other places where pedestrians are common and extra caution is warranted.

Examples of measures to mitigate traffic impacts include:

- Designing, clearly marking, and enforcing truck routes that keep trucks out of residential neighborhoods and away from other sensitive receptors.
- Installing signs in residential areas noting that truck and employee parking is prohibited.
- Requiring preparation and approval of a truck routing plan describing the facility's hours of operation, types of items to be stored, and truck routing to and from the facility to designated truck routes that avoids passing sensitive receptors. The plan should include measures for preventing truck queuing, circling, stopping, and parking on public streets, such as signage, pavement markings, and queuing analysis and enforcement. The plan should hold facility operators responsible for violations of the truck routing plan, and a revised plan should be required from any new tenant that occupies the property before a business license

is issued. The approving agency should retain discretion to determine if changes to the plan are necessary, including any additional measures to alleviate truck routing and parking issues that may arise during the life of the facility.
- Constructing new or improved transit stops, sidewalks, bicycle lanes, and crosswalks, with special attention to ensuring safe routes to schools.
- Consulting with the local public transit agency and securing increased public transit service to the project area.
- Designating areas for employee pickup and drop-off.
- Implementing traffic control and safety measures, such as speed bumps, speed limits, or new traffic signs or signals.
- Placing facility entry and exit points on major streets that do not have adjacent sensitive receptors.
- Restricting the turns trucks can make entering and exiting the facility to route trucks away from sensitive receptors.
- Constructing roadway improvements to improve traffic flow.
- Preparing a construction traffic control plan prior to grading, detailing the locations of equipment staging areas, material stockpiles, proposed road closures, and hours of construction operations, and designing the plan to minimize impacts to roads frequented by passenger cars, pedestrians, bicyclists, and other non-truck traffic.

VIII. Other Significant Environmental Impacts Analysis and Mitigation

Warehouse projects may result in significant environmental impacts to other resources, such as to aesthetics, cultural resources, energy, geology, or hazardous materials. All significant adverse environmental impacts must be evaluated, disclosed and mitigated to the extent feasible under CEQA. Examples of best practices and mitigation measures to reduce environmental impacts that do not fall under any of the above categories include:

- Appointing a compliance officer who is responsible for implementing all mitigation measures, and providing contact information for the compliance officer to the lead agency, to be updated annually.
- Creating a fund to mitigate impacts on affected residents, schools, places of worship, and other community institutions by retrofitting their property. For example, retaining a contractor to retrofit/install HVAC and/or air filtration systems, doors, dual-paned windows, and sound- and vibration-deadening insulation and curtains.
- Sweeping surrounding streets on a daily basis during construction to remove any construction-related debris and dirt.
- Directing all lighting at the facility into the interior of the site.
- Using full cut-off light shields and/or anti-glare lighting.
- Requiring submission of a property maintenance program for agency review and approval providing for the regular maintenance of all building structures, landscaping, and paved surfaces.
- Using cool pavement to reduce heat island effects.

- Planting trees in parking areas to provide at least 35% shade cover of parking areas within fifteen years to reduce heat island impacts.
- Using light colored roofing materials with a solar reflective index of 78 or greater.
- Including on-site amenities, such as a truck operator lounge with restrooms, vending machines, and air conditioning, to reduce the need for truck operators to idle or travel offsite.
- Designing skylights to provide natural light to interior worker areas.
- Installing climate control and air filtration in the warehouse facility to promote worker well-being.

IX. Conclusion

California's world-class economy, ports, and transportation network position it at the center of the e-commerce and logistics industry boom. At the same time, California is a global leader in environmental protection and environmentally just development. The guidance in this document furthers these dual strengths, ensuring that all can access the benefits of economic development. The Bureau will continue to monitor proposed projects for compliance with CEQA and other laws. Lead agencies, developers, community advocates, and other interested parties should feel free to reach out to us as they consider how to guide warehouse development in their area.

Please do not hesitate to contact the Environmental Justice Bureau at ej@doj.ca.gov if you have any questions.

Emilio Lozano

From: Monique Alaniz-Flejter <MFlejter@hemetca.gov>
Sent: Friday, June 28, 2024 12:40 PM
To: Charlie Cisakowski
Cc: Emilio Lozano; Darryl Taylor
Subject: FW: 6/19/24- Hemet Logistics West Project- Draft Environmental Impact Report (APN) 456-010-025
Attachments: 20240619084125.pdf

[NON-EPD]
Please see comments for Hemet West Logistics.

Thank you.

Monique Alaniz-Flejter, AICP
Community Development Director
City of Hemet | 445 E. Florida Avenue, Hemet, CA 92543
(951) 765-2370 |

From: SCG SE Region Redlands Utility Request <SCGSERegionRedlandsUtilityRequest@semprautilities.com>
Sent: Wednesday, June 19, 2024 9:51 AM
To: Monique Alaniz-Flejter <MFlejter@hemetca.gov>
Cc: SCG SE Region Redlands Utility Request <SCGSERegionRedlandsUtilityRequest@semprautilities.com>
Subject: 6/19/24- Hemet Logistics West Project- Draft Environmental Impact Report (APN) 456-010-025

Warning: This email originated from outside the City of Hemet. Think before you click!

Hello,
I just reviewed the documents regarding **Hemet Logistics West Project- Draft Environmental Impact Report (APN) 456-010-025**
SoCalGas Distribution does have facilities in the area. Please note on case to have Developer contact 811 / USA at DigAlert | Utility Locating California | Underground Wire & Cable Locator prior to any excavation / demolition activities so we can Locate & Mark out our facilities.
If the Developer needs new gas service, please have them contact our Builder Services group to begin the application process as soon as practicable, at https://www.socalgas.com/for-your-business/builder-services.

To avoid delays in processing requests and notifications, please have all new Franchise corespondence sent to our Utility Request inbox, at SCGSERegionRedlandsUtilityRequest@semprautilities.com

I cover the **Southeast Region – Redlands**

SCGSERegionRedlandsUtilityRequest@semprautilities.com would be your contact for requests in the southeastern ends of LA County, Riverside County, San Bernardino & Imperial Counties.

Southeast Region - Anaheim office which is all of Orange County and the southern ends of Los Angeles County; therefore, any Map and/or Will Serve Letter requests you have in these areas please send them to AtlasRequests/WillServeAnaheim@semprautilities.com

Northwest Region – Compton HQ For West and Central LA County, your Map Request and Will Serve Letters, will go to SCG-ComptonUtilityRequest@semprautilities.com

Northwest Region - Chatsworth
For any requests from the northern most parts of LA County all the way up to Visalia, San Luis Obispo, Fresno and Tulare you would contact NorthwestDistributionUtilityRequest@semprautilities.com

Transmission
For Transmission requests, please contact SoCalGas Transmission, at SoCalGasTransmissionUtilityRequest@semprautilities.com

Thank you,
Josh Rubal
Lead Planning Associate
Distribution Planning & Project Management
Redlands HQ - Southeast Region
(213) 231-7978 Office
SCGSERegionRedlandsUtilityRequest@semprautilities.com

SoCalGas

NATIVE AMERICAN HERITAGE COMMISSION

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Raymond C. Hitchcock
Miwok, Nisenan

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov

May 29, 2024

Monique Alaniz-Flejter
City of Hemet
445 East Florida Avenue
Hemet CA 92543

Re: 2024051197, Hemet Logistics West Project, Riverside County

Dear Ms. Alaniz-Flejter:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements**. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- **a.** A brief description of the project.
- **b.** The lead agency contact information.
- **c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- **d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- **a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- **a.** Alternatives to the project.
- **b.** Recommended mitigation measures.
- **c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- **a.** Type of environmental review necessary.
- **b.** Significance of the tribal cultural resources.
- **c.** Significance of the project's impacts on tribal cultural resources.
- **d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- **a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
- **b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or

b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

a. Avoidance and preservation of the resources in place, including, but not limited to:

i. Planning and construction to avoid the resources and protect the cultural and natural context.

ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

i. Protecting the cultural character and integrity of the resource.

ii. Protecting the traditional use of the resource.

iii. Protecting the confidentiality of the resource.

c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).

e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).

f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.

b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).

2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.

3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).

4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:

- **a.** The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
- **b.** Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (https://ohp.parks.ca.gov/?page_id=30331) for an archaeological records search. The records search will determine:

- **a.** If part or all of the APE has been previously surveyed for cultural resources.
- **b.** If any known cultural resources have already been recorded on or adjacent to the APE.
- **c.** If the probability is low, moderate, or high that cultural resources are located in the APE.
- **d.** If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.

- **a.** The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
- **b.** The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:

a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.

b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.

b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.

c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@NAHC.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

cc: State Clearinghouse

From: Ray, Vincent@DOT <Vincent.Ray@dot.ca.gov>
Sent: Wednesday, July 10, 2024 9:18 AM
To: MFlejter@hemetca.gov
Cc: OPR State Clearinghouse <State.Clearinghouse@opr.ca.gov>; Friedman, Matthew L@DOT <matthew.friedman@dot.ca.gov>
Subject: SCH #2024051197 Hemet Logistic West Project.

You don't often get email from vincent.ray@dot.ca.gov. Learn why this is important

Hello,

The California Department of Transportation, Caltrans Aeronautics has reviewed the Notice of Preparation (NOP) of a DEIR for the Hemet Logistic West Project. One of the goals of the California Department of Transportation, Division of Aeronautics, is to assist cities, counties, and Airport Land Use Commissions (ALUC) or their equivalent, to understand and comply with the State Aeronautics Act pursuant to the California Public Utilities Code (PUC), Section 21001 et seq. Caltrans encourages collaboration with our partners in the planning process and thanks you for including the Aeronautics Program in the review of the NOP.

In accordance with CEQA, Public Resources Code Section 21096, the California Airport Land Use Planning Handbook (Handbook) must be utilized as a resource in the preparation of environmental documents for projects within airport land use compatibility plan boundaries, or if such a plan has not been adopted, within two miles of an airport. The Handbook is a resource for all public use airports and is available online at: https://dot.ca.gov/-/media/dot-media/programs/aeronautics/documents/californiaairportlanduseplanninghandbook-a11y.pdf.

Safety Compatibility Policies
The proposed Project site is partially in Safety Zone B2 (Adjacent to Runway), C (Extended Approach/Departure Zone), and D (Primary Traffic Patterns and Runway Buffer Area) of the Hemet-Ryan Airport and therefore must adhere to the safety criteria and restrictions defined in the Airport Land Use Compatibility Plan (ALUCP) adopted by the ALUC pursuant to the PUC, Section 21674. **The City of Hemet should consider Safety Zone B2, C, and D Compatibility polices stipulated in the ALUCP or Handbook.**

Noise Compatibility Policies
The project site is located within the 60-65 decibel (dB) Community Noise Equivalent Level (CNEL) contour for the Hemet-Ryan Airport as shown in the Riverside County Airport Land Use Compatibility Plan (ALUCP). Due to its proximity to the airport, the project site may be subject to aircraft overflights and subsequent aircraft-related noise impacts. Since communities vary greatly in size

and character from urban to rural, the level of noise deemed acceptable in one community is not necessarily the same for another community.

These comments reflect the areas of review by Caltrans Aeronautics with respect to airport-related noise, safety, and land use planning issues. Thank you for the opportunity to review and comment. If you have any questions, please contact me at by email at vincent.ray@dot.ca.gov.

Best,

Vince Ray
Office of Aviation Planning
Division of Aeronautics, Caltrans
1120 N St., Sacramento, CA 95814
Vincent.ray@dot.ca.gov
(916) 907-2219

Emilio Lozano

From: Christina Clifton <christina@mitchtsailaw.com>
Sent: Tuesday, May 28, 2024 2:55 PM
To: Nathan Morin
Cc: Monique Alaniz-Flejter; Planning Staff; Soledad Carrisoza; Jordan Walton; Agustin Resendiz Villarreal; Mitchell M. Tsai Attorney at Law, P.C.
Subject: Re: WSRCC - [City of Hemet, Florida Avenue & Acacia Avenue Warehouse] - Project Status Inquiry
Attachments: 04._Hemet_63_Project_Description.pdf

Warning: This email originated from outside the City of Hemet. Think before you click!

Good afternoon,

Following up.

We had previously been advised on 11/29/23 by Monique Alaniz-Flejter: "The project is currently pending. We are in the process of selection for CEQA peer review of the project. Notice will be provided when public comment period is available to your firm."

The project I am referring to was also heard by the Development Review Committee on 2/9/23 and was referred to as "SDR 22-017, ZC 22-002, AND MAP 23-001 HEMET 63 - WAREHOUSE DEVELOPMENT". I have attached the project's description for your reference.

I am a little confused by the information you provided below and just want to make sure we are talking about the same project. I submitted a PRA request to the city on 4/30/24 and have been advised to expect a response by next Friday, 6/7/24. My main purpose in emailing you was to determine the project's current status and if any future hearings have been tentatively scheduled, as this information likely wouldn't be included in a PRA production.

Thank you,
Christina

On Wed, May 22, 2024 at 9:49 AM Christina Clifton <christina@mitchtsailaw.com> wrote:

> Hi Nathan,
>
> Thank you very much for your email. We had previously been advised on 11/29/23 by Monique Alaniz-Flejter: "The project is currently pending. We are in the process of selection for CEQA peer review of the project. Notice will be provided when public comment period is available to your firm."
>
> The project I am referring to was also heard by the Development Review Committee on 2/9/23 and was referred to as "SDR 22-017, ZC 22-002, AND MAP 23-001 HEMET 63 - WAREHOUSE DEVELOPMENT". I have attached the project's description for your reference.

I am a little confused by the information you provided and just want to make sure we are talking about the same project. I submitted a PRA request to the city on 4/30/24 and have been advised to expect a response by this Friday, 5/24/24. My main purpose in emailing you was to determine the project's current status and if any future hearings have been tentatively scheduled, as this information likely wouldn't be included in a PRA production.

Thank you,
Christina

On Tue, May 21, 2024 at 5:30 PM Nathan Morin <NMorin@hemetca.gov> wrote:

> Hi Christina,
>
> Thanks for your inquiry!
>
> I looked into the parcel location of 456-010-025 and my records indicate that there are no current projects proposed or in process for this location for any type of development.
>
> I went ahead and shared the Riverside County Parcel Report which is publicly accessible on RivCo Map My County.
>
> That's as much information I have.
>
> The city does have other warehouse projects currently, but this site is not one.
>
> If you are under the impression that something is in development at this location, I'd recommend you do a public records request.
>
> You can do one online on the City website at Requesting Public Records.
>
> Thanks,

Nathan Morin | *Planning Technician*

Community Development | Planning Division

445 E. Florida Avenue | Hemet, CA 92543

www.hemetca.gov

Direct: (951) 765-2329 | ***Division:*** (951) 765-2375

City Hall is open Monday – Friday, 7:30am – 5:30pm

My office hours are Monday – Thursday, 7:00am – 5:30pm

From: Christina Clifton <christina@mitchtsailaw.com>
Sent: Tuesday, May 21, 2024 4:52 PM
To: Monique Alaniz-Flejter <MFlejter@hemetca.gov>; Planning Staff <planstaff@hemetca.gov>; Soledad Carrisoza <SCarrisoza@hemetca.gov>; Jordan Walton <JWalton@hemetca.gov>; Nathan Morin <NMorin@hemetca.gov>; Agustin Resendiz Villarreal <AVillarreal@hemetca.gov>
Cc: Mitchell M. Tsai Attorney at Law, P.C. <info@mitchtsailaw.com>
Subject: Re: WSRCC - [City of Hemet, Florida Avenue & Acacia Avenue Warehouse] - Project Status Inquiry

Warning: This email originated from outside the City of Hemet. Think before you click!

Good morning,

Following up.

Our office is interested in the Florida Avenue & Acacia Avenue Warehouse Project (APN: 456-010-025). Can you please provide the project's current status? Are there any environmental documents you anticipate being released for public review? Have any hearings been tentatively scheduled?

Any information you can provide would be greatly appreciated.

Thank you,
Christina

On Thu, May 9, 2024 at 9:30 AM Christina Clifton <christina@mitchtsailaw.com> wrote:

> Good morning,
>
> Following up.
>
> Our office is interested in the Florida Avenue & Acacia Avenue Warehouse Project (APN: 456-010-025). Can you please provide the project's current status? Are there any environmental documents you anticipate being released for public review? Have any hearings been tentatively scheduled?
>
> Any information you can provide would be greatly appreciated.
>
> Thank you,
> Christina
>
> On Thu, May 2, 2024 at 2:40 PM Christina Clifton <christina@mitchtsailaw.com> wrote:
>
> > Good Afternoon,
> >
> > Our office is interested in the Florida Avenue & Acacia Avenue Warehouse Project (APN: 456-010-025). Can you please provide the project's current status? Are there any environmental documents you anticipate being released for public review? Have any hearings been tentatively scheduled?
> >
> > Any information you can provide would be greatly appreciated.
> >
> > Thank you,

Christina

--

Christina Clifton, Paralegal

Mitchell M. Tsai Law Firm - *Environmental & Land Use Litigation*

139 South Hudson Avenue Suite 200

Pasadena, CA 91101

Phone: (626) 314-3821

Fax: (626) 389-5414

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SAN ANTONIO
WINERY

6/24/2024

Attn: Ms. Alaniz-Flejter
Community Development Director
City of Hemet Planning Department
445 East Florida Ave
Hemet, CA 92543

Dear Ms. Alaniz-Flejter

I am writing to you today regarding the Hemet Logistics West, APN: 456-010-025. We are the property owners of approximately 110,000 sq ft lot, located at 4291 W. Florida Ave, Hemet, CA 92543, and my contact information is driboli@riboliwines.com.

We received the notice of preparation after the scoping meeting had taken place, which made it impossible for us to have our comments heard publicly. Since the NOP comment period ends on June 28, 2024, we are hoping the comment period could be extended in order for us to fully understand this project and how it will affect the street and our property.

As a stakeholder in the community, we are opposing this project due to some serious concerns: access, screening, setbacks, traffic, lights, noise, and truck circulation.

Acacia, being a two-lane street, will be heavily burdened with cars and semi-trucks, and we feel that this is a cause for concern. This project will have a major impact on our property, and we want to make sure that we are being considered with this new development.

Thank you for your time, and we look forward to hearing back from you.

Sincerely,

David Riboli
Real Estate Manager

Plaza San Antonio, 737 Lamar Street, Los Angeles, CA 90031-9990 Tel 323-223-1401 Fax 323-221-7261 www.riboliwines.com

THE SILVERSTEIN LAW FIRM
A Professional Corporation

215 NORTH MARENGO AVENUE, 3RD FLOOR
PASADENA, CALIFORNIA 91101-1504
PHONE: (626) 449-4200 FAX: (626) 449-4205
ROBERT@ROBERTSILVERSTEINLAW.COM
WWW.ROBERTSILVERSTEINLAW.COM

July 12, 2024

VIA EMAIL MFlejter@hemetca.gov
Monique Alaniz-Flejter
Community Development Director
City of Hemet Planning Department
445 East Florida Avenue
Hemet, CA 92543

Re: Comments on the Notice of Preparation of a Draft EIR for the Hemet Logistics West Project; and Public Records Act Requests

Dear Ms. Alaniz-Flejter:

I. INTRODUCTION.

This firm and the undersigned represent S&R Partners, LLC, a concerned stakeholder in the community. S&R owns the property at the southwest corner of Florida Avenue and Cawston Avenue, immediately north of the proposed Hemet Logistics West project ("Project") site.

As a preliminary matter, the 1.2 million square foot industrial Project described in the Notice of Preparation ("NOP") would impose significant, unmitigable environmental impacts on the community generally, including but not limited to air quality, greenhouse gas emissions, traffic, noise and public services and infrastructure impacts. The Project is grossly incompatible with its surroundings and the existing development patterns. Florida Avenue (Route 74) was never intended for heavy truck traffic to/from the Ports maneuvering through residential and commercial uses via narrow, substandard streets.

Please keep this office on the list of interested persons to receive timely notice of all hearings, votes and determinations related to the Project.

Pursuant to Public Resources Code § 21167(f) and other applicable laws, please provide a copy of each and every notice issued by the City in connection with the Project. We adopt and incorporate by reference all Project comments and objections raised by all others during the environmental review and land use entitlement processes for the Project.

II. NOP COMMENTS.

As our Supreme Court has held, the Environmental Impact Report ("EIR"):

> "is an 'environmental 'alarm bell' whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return.' [Citation.] The EIR is also intended 'to demonstrate to an apprehensive citizenry that the agency has, in fact, analyzed and considered the ecological implications of its action.' [Citations.] Because the EIR must be certified or rejected by public officials, it is a document of accountability. If CEQA is scrupulously followed, the public will know the basis on which its responsible officials either approve or reject environmentally significant action, and the public, being duly informed, can respond accordingly to action with which it disagrees. [Citations.] The EIR process protects not only the environment but also informed self-government." Laurel Heights Improvement Assn. v. Regents of University of California (1988) 47 Cal.3d 376, 392.

Critical to the environmental review process is the opportunity of the public and other public agencies to identify information they require to be included in the Draft EIR to enable informed public review and comment. This also means that it is the lead agency's job to assure that negative and inconvenient information is not withheld from the public in the Draft EIR, so as to impair the public and expert agencies in their vital role to help shape a project and to hold the lead agency accountable in the process. All required information must be included at the Draft EIR stage, and not later in the process.

CEQA does not provide a definition for the "project." The CEQA Guidelines consistently refer to it as an "activity" and caution against the narrow interpretation of it. Guidelines §§ 15002(d), 15060(c), 15064(b)(1). Guidelines § 15378 particularly states: "(a) "Project" 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." The Guidelines also provides several examples of "activities" constituting the project. Id. In sum, CEQA forbids piecemealing. California Clean Energy Committee v. City of Woodland (2014) 225 Cal.App.4th 173, 193-194. Therefore, to the extent that there are any reasonably foreseeable future aspects or phases to the Project, they must be disclosed, analyzed and mitigated in the forthcoming Draft EIR ("DEIR"), and not severed or piecemealed from the "whole" of the required analysis.

"CEQA was enacted to advance four related purposes to: (1) inform the government and public about a proposed activity's potential environmental impacts; (2) identify ways to reduce, or avoid, environmental damage; (3) prevent environmental damage by requiring project changes via *alternatives* or mitigation measures when *feasible*; and (4) disclose to the public the rationale for governmental approval of a project that may significantly impact the environment. (Citation omitted.)" California Building Industry Assn. v. Bay Area Air Quality Management Dist. (2015) 62 Cal.4th 369, 382 (emph. added); see also Guidelines § 15002.

The City must study all feasible alternatives and the EIR must identify a reasonable range of alternatives. Guidelines § 15126.6(c). See also San Bernardino Valley Audubon Society, Inc. v. County of San Bernardino (1984) 155 Cal.App.3d 738, 751-752 ("Board must state *why* the alternative is infeasible." (Emph. orig.)); Pub. Res. Code § 21002 (agency cannot approve a project if feasible alternatives are available).

An EIR's failure to analyze a reduced development alternative is a violation of CEQA. Watsonville Pilots Assn. v. City of Watsonville (2010) 183 Cal.App.4th 1059, 1090; see also Preservation Action Council v. City of San Jose (2006) 141 Cal.App.4th 1336, 1353-1358. Accordingly, please ensure that the DEIR contains a range of smaller, lower intensity, lower square footage, lower FAR alternatives – ones that generate significantly less traffic, greenhouse gas and air quality emissions. Failure to do so will be a violation of CEQA's requirements. As our Supreme Court has held: "The EIR is the heart of CEQA, and the mitigation and alternatives discussion forms the core of the EIR." In re Bay-Delta Programmatic Envtl. Impact Report Coordinated Proceedings (2008) 43 Cal.4th 1143, 1162.

Importantly, the feasibility contemplated under CEQA – and for alternatives – is not determined by the profitability of the Project or economic ambitions of the Project applicant, but is an objective inquiry into whether there are any legal restraints or whether the project will not be economically at a loss. See Uphold Our Heritage v. Town of Woodside (2007) 147 Cal.App.4th 587, 599, 602-603; Center for Biological Diversity v. County of San Bernardino (2010) 185 Cal.App.4th 866, 883.

We urge that the DEIR study all environmental impacts under CEQA, associated with *both* the development and operational impacts, including but not limited to the grading of the site, construction, and operation, as well as individual and cumulative impacts of any ultimate project in conjunction with all related past, present and reasonably foreseeable probable future projects.

CEQA requires that the analysis under the Land Use topic disclose and analyze how the Project is inconsistent with plans, programs, statutes, ordinances and policies adopted to avoid or mitigate environmental impacts. The Project conflicts with numerous such programs in the City and County. The Land Use section of the DEIR is required by law to focus on the potential inconsistencies and conflicts. Nowhere does CEQA call for an analysis of how a project might be consistent with a cherry-picked list of certain policies and programs. Therefore, if the DEIR engages in an extended "analysis" of consistency, it should be excluded from the Land Use section in the DEIR, and placed in an appendix. To make consistency the focus of the Land Use section instead of inconsistency is to mislead the public of the purpose of the Land Use section of a DEIR.

Finally, we ask that the NOP be recirculated, and the comment period be restarted, after the City notifies additional potential responsible agencies, including Caltrans. The NOP fails to include Caltrans, although it is obvious that the massive induced truck traffic that would be caused by the Project will impact the State Highway System. In turn, the Project as proposed would inevitably require the incorporation of mitigation measures for vehicle traffic and public safety within the network of freeways and associated on- and off-ramps. Caltrans would be a responsible agency with approval authority over those components of the Project. Thus, Caltrans must be included as a notified potential responsible agency under CEQA.

III. PUBLIC RECORDS ACT REQUESTS.

This letter shall also serve as a request under the California Public Records Act pursuant to Government Code § 7920.000, et seq. Please provide copies of the following from the City as defined below. For ease of reference in this document, please refer to the following defined terms:

"City" shall refer to the City of Hemet, and all of its offices, departments, committees, agencies, officers, officials, employees, consultants, and agents thereof, including in-house counsel and any and all outside counsel, and anyone else acting on behalf of the City of Hemet, past and present.

"Project" shall refer to the "Hemet Logistics West Project," and the proposed 60.86-acre Project site located southwest of the intersection of West Acacia Avenue and Cawston Avenue, in the City of Hemet, California. According to the NOP, the Project site comprises one parcel of land identified as Assessor's Parcel Number (APN) 456-010-025.

"Developer" shall refer to any principal, owner, employee, agent, consultant or attorney representing the owners or applicants of the Hemet Logistics West Project, including but not limited to Lori Wu, 212 Markham LLC, and any of their members, partners, employees, agents, consultants and/or lobbyists.

"Document" and "Writing" shall have the same meaning as set forth in Evidence Code § 250, and includes the original or a copy of any handwritten, typewritten, printed, photocopied, photographed, recorded, emailed, texted, or graphic matter, and every other means of recording upon any tangible thing any form of communication or representation, including letters, words, pictures, sounds, or symbols, or combination thereof. In the event you have more than one nonidentical copy of a Writing (i.e., if a copy has markings, marginal notations, etc.) you are requested to produce all non-identical versions of such Writing.

The Public Records Act requests include:

(1) All documents that refer or relate to the Project, including but not limited to all documents regarding planning and/or CEQA review issues related to the Project and any type of permitting and approvals that may be needed for the Project, and further including but not limited to any and all staff reports, studies, photographs, memoranda and internal memoranda, agenda items, agenda statements, correspondence, emails, attachments to emails, notes, photos, and audio and/or video recordings.

(2) All communications to, from, with, and/or including the Developer (as broadly defined above), including but not limited to any and all staff reports, studies, photographs, memoranda and internal memoranda, agenda items, agenda statements, correspondence, emails, attachments to emails, notes, photos, and audio and/or video recordings.

I draw your attention to Govt. Code § 7922.600, which requires a public agency to assist the public in making a focused and effective request by: (1) identifying records and information responsive to the request; (2) describing the information technology and physical location of the records; and (3) providing suggestions for overcoming any practical basis for denying access to the records or information sought.

Please provide the documents in their native and electronic, as well as text searchable format. For any non-electronic documents, if the copy costs for those

documents do not exceed $300, please make the copies and bill this office. If the copy costs exceed $300, please contact me in advance to arrange a time and place where I can inspect the records.

As required by Govt. Code § 7922.535, please respond to this request within ten days. Because I am emailing this request on July 12, 2024, please ensure that your response is provided to me by no later than **July 24, 2024**. Thank you.

IV. CONCLUSION.

Thank you for your review of these initial comments and for including this letter in the administrative record for this matter.

Very truly yours,

/s/ Robert P. Silverstein
ROBERT P. SILVERSTEIN
FOR
THE SILVERSTEIN LAW FIRM, APC

RPS:gp

Docusign Envelope ID: A349981F-B03F-487E-A71C-DE4236395F01

RESOLUTION OF DEMOCRATS OF HEMET=SAN JACINTO

FOR the Purpose of Maintaining a healthy, quiet and accessible community

We, the DEMOCRATS OF HEMET-SAN JACINTO, a non-profit organization organized under the laws of the state of California, with its primary meeting location at 530 1/2 East Florida Avenue, Hemet, California 92543, hereby certify that the following is a true and complete copy of a resolution the members of the Democrats of Hemet-San Jacinto adopted by a vote at the General Meeting on July 11, 2024.

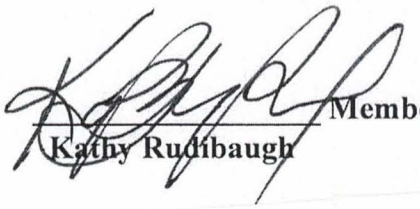
NOW THEREFORE LET IT BE:

RESOLVED, that the Hemet Logistics West Project will have negative impacts on the air quality, noise level, road congestion and property values in the Hemet community and must be denied.

FURTHER RESOLVED, that without freeway access to the Hemet-San Jacinto Valley, warehouses are not viable businesses for our community and will only create large empty buildings that will not provide long-lasting jobs.

IN WITNESS WHEREFORE, we, the Executive Board members, have signed this resolution of July 11, 2024.

DocuSigned by:
Judy Rice
C2A3875C041D425...
President
Judy Rice


Member-at-Large
Kathy Rudibaugh

DocuSigned by:
Micheline Carver
6C4E93A85C8C4FA...
Secretary
Micheline Carver

DocuSigned by:
Myrna Dennis
CA7A3C5593064F3...
Treasurer
Myrna Dennis

DocuSigned by:
Adam McQueen
ADAA4417A039442...
Member-at-Large
Adam McQueen

SAN GORGONIO CHAPTER

Santa Margarita Group

RE: Comments on Hemet Logistics West Project Notice of Preparation (NOP) of a Draft EIR. The Sierra Club appreciates this opportunity to express some ideas we hope to read fully responded to in the Draft EIR.

The Santa Margarita Group of the Sierra Club is very concerned about locating a large complex of logistics warehouses right next to a retirement community, and the fact that the trucks servicing this warehouse complex will be traveling along many miles of roads that serve many communities and are proximate to schools, parks and shopping centers, thus exposing people, including sensitive receptors, to the pollution associated with diesel trucks. . This site does not meet many of the criteria listed in the “Best Practices” from the California Attorney General, and in our opinion should not be considered for this use.
Here are some of the important areas which need to be incorporated into the project to reduce its impacts on people as well as the environment. The draft EIR must show the benefits of including the following measures and ways to mitigate the issues presented.
Attachment A provides CARB Recommended Air Pollution Emission Reduction Measures for Warehouses and Distribution Centers. Please consider adopting these measures or explain how a mitigation is possible otherwise.

Contact information:
Shaul Rosen-Rager
Sierra Club: Santa Margarita Group
(951) 692-0685 rosenrager@gmail.com

Sensitive Populations: In the city of Hemet there is a concentration of population that is heavily burdened by environmental factors and identified as a disadvantaged community by Cal EPA SB 535 and CalEnviroScreen 4.0. Although the project itself is not located in the boundaries of the disadvantaged community (census tract 6065043401, with a score of 81), due to the prevailing winds the pollution from the project and from the trucks serving the warehouses will affect that population. The draft EIR must show that the project will not increase the pollution levels for this population.

Right next door to the project is a “sensitive receptor” community, the Lakes at Hemet West. This elderly population is especially susceptible to air pollution and noise pollution. The Draft EIR

must show how this population will not be negatively affected, and take mitigation measures to ensure their health and safety. Home filtration devices should be provided to the residents along with training on how they should be used to decrease the pollution burden. Filters should be provided regularly as long as the warehouses are in operation.

The Lakes community prides itself on green spaces that provide opportunities for outdoor recreation, including golf, pickleball, tennis, shuffleboard and more. The EIR must consider that when elderly people are active outdoors they are exposed to pollution and noise, and offer mitigation measures to allow the residents to continue enjoying outdoor recreation.

Traffic Impact Analysis: Because this warehouse project is located far from freeways, the traffic impacts will be felt along surface streets that connect the project site to the freeways, including mostly streets and roads outside the boundaries of the city of Hemet. The analysis should not be limited to the boundaries of the city of Hemet or the San Jacinto Valley, and should include all possible truck routes connecting the site to the freeway system. The following segments must be included in the traffic Impact Analysis:

- CA 74 as far west as the intersection with I-215
- Domenigoni Parkway from Hemet to the I-215
- Warren Road, from Simpson Rd to the Ramona Expressway.
- Sanderson Ave, from Domenigoni to the Ramona Expressway
- Hwy 79, from Ramona Expressway to I-10
- The western portion of Esplanade
- The Ramona Expressway, from Sanderson to the I-215
- Gilman Springs Road
- Cawston Ave, from Florida to Esplanade.
- Acacia, from Florida Ave. to Sanderson Ave.

Air Quality: The analysis should include the traditional hazards associated with diesel trucks, and also consider non-exhaust particles:
“Vehicles emit inhalable particles from two major sources: the exhaust system, which has been extensively characterized and regulated; and non-exhaust sources including brake wear, tire and road wear, clutch wear and road dust resuspension. The non-exhaust sources have not been regulated because they are difficult to measure and control. However, with increasingly stringent standards for exhaust emissions, the non-exhaust fraction has become increasingly important. Model predictions (both MOVES and EMFAC) suggest that traffic-related emissions of both PM2.5 and PM10 will eventually be dominated by non-exhaust sources.” (quoted from CARB https://ww2.arb.ca.gov/resources/documents/brake-tire-wear-emissions)

- New research and modeling tools are available for these particles.
- Brake dust: Since trucks traveling to the project will be traveling through many stop signs and traffic lights, the modeling needs to include real-world breaking in the level of traffic expected after project completion. This is different from highway travel.
- Tire dust which contains many unknown chemicals is constantly released to the air, and large trucks create air turbulence, making these dust particles airborne. Because we in Southern California experience a long, dry and hot summer, these particles do not get washed from the road by the rain and pose a health hazard most of the year.

- As truck engine emissions will be reduced over time, due to regulations, the portion of the non-exhaust particles will increase. Electric battery-powered trucks are heavier, which results in increased tire wear and brake dust.
- During construction, prohibit heavy equipment operations on days in which the air pollution score is expected to reach 100 or above.

The EIR needs to show how the effects of these non-exhaust particles, which will be increasing over time, will be mitigated so that they do not negatively impact the residents, especially the sensitive receptors such as the elderly, people with existing chronic health issues, and young children.

Storm Water Filtration: The vast areas of asphalt and concrete surrounding the warehouses will accumulate pollutants during operations: Tire dust, engine oil leaks, other fluids, brake dust, and asphalt particles. Because of the prolonged dry season, the first rains of the winter or occasional summer thunderstorm can wash this concentrated pollution into the storm drain, and create a high concentration of pollutants in waterways. A filtration system designed to catch and filter these pollutants should be a part of the project and maintained in good working order through the life of the project. Street sweeping machines used daily should help reduce some of the pollutant burden and a sweeping schedule should be maintained by the tenants,with records available for inspection, for the life of the project.

Separation of organic material from trash: The leaves falling from trees in the parking lot and those collected from landscaped areas should be collected and discarded as green waste, either as mulch on the landscaped areas or into green waste containers provided by the trash hauler. This is in order to avoid their decomposition in a landfill, which results in methane emissions, thus increasing the overall greenhouse gas footprint.

Bicycle commuters: Since the project is aiming to attract local workforce, bike and E-bike commuting should be considered as a viable and desired option. The project needs to work with the city to make bike transportation to the site safe and easy, through connectivity with existing bicycle paths and/or extending them. The project must have significant lockers for bicycles and there must be lockers for electric bicycles/scooters <u>which permit charging.</u>

Tree Cover --Trees must be used as part of the solid screen buffering treatment along the perimeter of the property that provide a solid overlapping wall of evergreen, drought tolerant trees, which grow at least 50 feet tall. No palm trees shall be used. Trees maintained for life of project and replace dead or dying trees immediately with a tree of a similar species. The trees shall not be lost upon the widening of any road.
—Trees must have own dedicated irrigation system and provided sufficient water for the life of the warehouse. This separate system must be installed to allow trees to continue to be watered when watering other plants must be stopped in a drought to conserve water. Trees must also be allowed to reach their full width/height with no pruning that would limit that from happening.
--Within a maximum of ten (10) years, parking lot trees shall shade a minimum of 50% of employee/visitor parking space pavement, unless otherwise covered by solar carport structures

--Lights of all exterior lighting fixtures must be compliant with the Mount Palomar Lighting Standards (as indicated in Riverside County Ordinance No. 655) and that the light color of all Project exterior lighting will be 2,700 Kelvin or below

Reflective surfaces to reduce heat: Compared with the existing field, covered in light-colored vegetation, , the dark asphalt surfaces of the project will absorb a lot of heat during summer days. This heat will be slowly released at night, adding to the already warmer nights our community is experiencing due to climate change. Painting the asphalt surfaces in light, reflective paint will reduce the absorption and reflect the light back into the atmosphere.

Noise reduction measures: --Developer shall ensure through tenant lease(s) or other appropriate means that all outdoor on-site cargo handling and similar equipment (including, but not limited to the following forklifts, pallet jacks, yard equipment, yard goats, yard hostlers, sweepers, yard trucks and tractors) shall be equipped with “self-adjusting” back-up beepers (alarms) to reduce (or increase) noise levels to no more than 5 decibels above the ambient noise level throughout every 24 hours each day.
--All motorized equipment (including, but not limited to the following forklifts, pallet jacks, yard equipment, yard goats, yard hostlers, sweepers, yard trucks and tractors) must be electric/zero emissions with infrastructure to support (charge) all electric equipment installed prior to occupancy.
Reducing the energy demand and Associated GHG emissions: - The Project must install photovoltaic (PV) solar arrays and storage batteries to provide 100% of the anticipated electricity used by the entire project facility, equipment, and vehicles, inclusive of anticipated project operations and electric vehicle charging, prior to certificate of occupancy. Solar arrays shall be maintained fully operational for at least 25 years. Within 18 months of certificate(s) of occupancy of the first full-use, business operating tenant, Developer shall provide written verification that solar power is sufficient to meet 100% of electricity used by the entire Project site including operation activities and electric vehicle charging. If it is not sufficient, the developer must agree to upgrade solar energy system to supply 100% of the Project site’s electricity demands.
--At least 15% of all passenger vehicle parking spaces shall be electric vehicle (EV) ready with working Level 2 Quick charge EV charging stations of at least 19 kW installed and operational, prior to building occupancy. These stations must be maintained or replaced with equal or better for the life project.

—Auxiliary power units (APU) plug-ins must be provided at each warehouse dock door and maintained or improved for life of project.
—The entire project must be all electric, including HVAC, water heating, refrigeration, ovens, cooktops, and automated equipment shall be powered by electricity for the lifetime of the Project. Natural gas and/or propane shall not be used.
---A minimum of 10% of the big rig parking spaces shall be equipped with electric vehicle infrastructure for future use by electric trucks and big rigs. Expansion capabilities shall be available for future expansion. At least one big-rig charger shall be installed by year 2026.

--There needs to be EV charging infrastructure for at least 10% of all heavy duty vehicles (class 7&8) parking places and/or dock doors. The Draft EIR must also show the benefits of having four operational EV chargers for heavy duty vehicles from day one of operation.
This 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. We cannot keep covering such special lands with millions of sq feet of cement and asphalt. The Draft EIR must show how this will be mitigated. The project cannot just destroy and walk away.

Ground Water Subsidence: The project is proposed for an open field that was used for agriculture in the past. One of the reasons the site is probably so good for agriculture is the high water table. The Draft EIR must explain how covering these lands with large cement structures will work with such high water tables. Over the years ground water is being increasingly pumped out to supply increasing demands. This over drafting causes the land to sink. The Hemet Logistics West project needs to expect this to happen during the life of the project and the Draft EIR must explain how problems with sinking lands will be resolved over the next 30 years or it will be inadequate.

Additional issues:The project's noise, vibration, light, odor, air, water and runoff pollutions must be fully analyzed with their impacts on people and the environment reduced so they are no longer harmful. People includes those working at the project site. All of these types of pollution must be analyzed as part of cumulative impacts. The information I read indicated the best odor detector was the human nose, but we fail in comparison to most animals. That is why all of the pollutions listed above need to have their impacts to all animals reduced so there are no longer harmful – especially during breeding seasons. Residents of The Lakes of Hemet-West have many pets and their sensitivities must be considered.

CA Attorney General Best practices: The state Attorney General (AG) has provided the warehouse guidelines found below for "Warehouse Project: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act" beginning with section IV on page 4. The Hemet Logistics West project must incorporate these Best Practices and Mitigation measure in all environmental documents and be included in the final project or the documents will be inadequate. There needs to be full analysis of all of these Best Practices and Mitigations and how they will make the project much better for people and the environment. A link to the 2022 updated guidelines.
The Attorney General (AG) office has made these "Warehouse Project: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act" available well before this project's application. The Sierra Club expects them to be utilized throughout the project's environmental review process. This is especially true during the development of the Draft EIR.
AG's Warehouse Project: Best Practices and Mitigation Measures beginning with section IV on page 4
IV. Warehouse Siting and Design Considerations
The most important consideration when planning a logistics facility is its location. Warehouses located in residential neighborhoods or near other sensitive receptors expose community residents and those using or visiting sensitive receptor sites to the air pollution, noise, traffic,

and other environmental impacts they generate. Therefore, placing facilities away from sensitive receptors significantly reduces their environmental and quality of life harms on local

communities. The suggested best practices for siting and design of warehouse facilities does not relieve lead agencies' responsibility under CEQA to conduct a project-specific analysis of the project's impacts and evaluation of feasible mitigation measures and alternatives; lead agencies' incorporation of the best practices must be part of the impact, mitigation and alternatives analyses to meet the requirements of CEQA. Examples of best practices when siting and designing warehouse facilities include:

• • Per CARB guidance, siting warehouse facilities so that their property lines are at least 1,000 feet from the property lines of the nearest sensitive receptors.14

• • Creating physical, structural, and/or vegetative buffers that adequately prevent or substantially reduce pollutant dispersal between warehouses and any areas where
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sensitive receptors are likely to be present, such as homes, schools, daycare centers, hospitals, community centers, and parks.

• • Providing adequate areas for on-site parking, on-site queuing, and truck check-in that prevent trucks and other vehicles from parking or idling on public streets.

• • Placing facility entry and exit points from the public street away from sensitive receptors, e.g., placing these points on the north side of the facility if sensitive receptors are adjacent to the south side of the facility.

• • Locating warehouse dock doors and other onsite areas with significant truck traffic and noise away from sensitive receptors, e.g., placing these dock doors on the north side of the facility if sensitive receptors are adjacent to the south side of the facility.

• • Screening dock doors and onsite areas with significant truck traffic with physical, structural, and/or vegetative barriers that adequately prevent or substantially reduce pollutant dispersal from the facility towards sensitive receptors.

• • Posting signs clearly showing the designated entry and exit points from the public street for trucks and service vehicles.

• • Posting signs indicating that all parking and maintenance of trucks must be conducted within designated on-site areas and not within the surrounding community or public streets.

V. Air Quality and Greenhouse Gas Emissions Analysis and Mitigation

Emissions of air pollutants and greenhouse gases are often among the most substantial environmental impacts from new warehouse facilities. CEQA compliance demands a proper accounting of the full air quality and greenhouse gas impacts of logistics facilities and adoption of all feasible mitigation of significant impacts. Although efforts by CARB and other authorities to regulate the heavy-duty truck and off-road diesel fleets have made excellent progress in reducing the air quality impacts of logistics facilities, the opportunity remains for local jurisdictions to further mitigate these impacts at the project level. Lead agencies and developers

14California Air Resources Board (CARB), Air Quality and Land Use Handbook: A Community Health Perspective (April 2005), at ES-1. CARB staff has released draft updates to this siting and design guidance which suggests a greater distance may be
warranted under varying scenarios; this document may be found on CARB's website and is entitled: "California Sustainable Freight Initiative: Concept Paper for the Freight Handbook" (December 2019).

should also consider designing projects with their long-term viability in mind. Constructing the necessary infrastructure to prepare for the zero-emission future of goods movement not only reduces a facility's emissions and local impact now, but it can also save money as regulations tighten and demand for zero-emission infrastructure grows. In planning new logistics facilities, the Bureau strongly encourages developers to consider the local, statewide, and global impacts of their projects' emissions.

Examples of best practices when studying air quality and greenhouse gas impacts include:

• • Fully analyzing all reasonably foreseeable project impacts, including cumulative impacts. In general, new warehouse developments are not ministerial under CEQA because they involve public officials' personal judgment as to the wisdom or manner of carrying out the project, even when warehouses are permitted by a site's applicable zoning and/or general plan land use designation. CEQA Guidelines § 15369.

• • When analyzing cumulative impacts, thoroughly considering the project's incremental impact in combination with past, present, and reasonably foreseeable future projects, even if the project's individual impacts alone do not exceed the applicable significance thresholds.

• • Preparing a quantitative air quality study in accordance with local air district guidelines.

• • Preparing a quantitative health risk assessment in accordance with California Office of Environmental Health Hazard Assessment and local air district guidelines.

• • Refraining from labeling compliance with CARB or air district regulations as a mitigation measure—compliance with applicable regulations is a baseline expectation.

• • Fully analyzing impacts from truck trips. CEQA requires full public disclosure of a project's anticipated truck trips, which entails calculating truck trip length based on likely truck trip destinations, rather than the distance from the facility to the edge of the air basin. Emissions beyond the air basin are not speculative, and, because air pollution is not static, may contribute to air basin pollution. Moreover, any contributions to air pollution outside the local air basin should be quantified and their significance should be considered.

• • Accounting for all reasonably foreseeable greenhouse gas emissions from the project, without discounting projected emissions based on participation in California's Cap-and Trade Program.

Examples of measures to mitigate air quality and greenhouse gas impacts from construction are below. To ensure mitigation measures are enforceable and effective, they should be imposed as permit conditions on the project where applicable.

• Requiring off-road construction equipment to be zero-emission, where available, and all diesel-fueled off-road construction equipment, to be equipped with CARB Tier IV-compliant engines or better, and including this requirement in applicable
bid documents, purchase orders, and contracts, with successful contractors demonstrating the ability to supply the compliant construction equipment for use prior to any ground-disturbing and construction activities.

• • Prohibiting off-road diesel-powered equipment from being in the "on" position for more than 10 hours per day.

• • Requiring on-road heavy-duty haul trucks to be model year 2010 or newer if diesel fueled.

• • Providing electrical hook ups to the power grid, rather than use of diesel-fueled generators, for electric construction tools, such as saws, drills and compressors, and using electric tools whenever feasible.

• • Limiting the amount of daily grading disturbance area.
• • Prohibiting grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone for the project area.
• • Forbidding idling of heavy equipment for more than two minutes.
• • Keeping onsite and furnishing to the lead agency or other regulators upon request, all equipment maintenance records and data sheets, including design specifications and emission control tier classifications.
• • Conducting an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts.
• • Using paints, architectural coatings, and industrial maintenance coatings that have volatile organic compound levels of less than 10 g/L.
• • Providing information on transit and ridesharing programs and services to construction employees.
• • Providing meal options onsite or shuttles between the facility and nearby meal destinations for construction employees.
Examples of measures to mitigate air quality and greenhouse gas impacts from operation include:
• • Requiring that all facility-owned and operated fleet equipment with a gross vehicle weight rating greater than 14,000 pounds accessing the site meet or exceed 2010 model year emissions equivalent engine standards as currently defined in California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Facility operators shall maintain records on-site demonstrating compliance with this requirement and shall make records available for inspection by the local jurisdiction, air district, and state upon request.
• • Requiring all heavy-duty vehicles entering or operated on the project site to be zero emission beginning in 2030.
• • Requiring on-site equipment, such as forklifts and yard trucks, to be electric with the necessary electrical charging stations provided.
• • Requiring tenants to use zero-emission light- and medium-duty vehicles as part of business operations.
• • Forbidding trucks from idling for more than two minutes and requiring operators to turn off engines when not in use.
• • Posting both interior- and exterior-facing signs, including signs directed at all Page 7
dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, the air district, and the building manager. • • Installing and maintaining, at the manufacturer’s recommended maintenance
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intervals, air filtration systems at sensitive receptors within a certain radius of facility for the life of the project.
• • Installing and maintaining, at the manufacturer’s recommended maintenance intervals, an air monitoring station proximate to sensitive receptors and the facility for the life of the project, and making the resulting data publicly available in real time. While air monitoring does not mitigate the air quality or greenhouse gas impacts of a facility, it nonetheless benefits the affected community by providing information that can be used to improve air quality or avoid exposure to unhealthy air.

• • Constructing electric truck charging stations proportional to the number of dock doors at the project.
• • Constructing electric plugs for electric transport refrigeration units at every dock door, if the warehouse use could include refrigeration.
• • Constructing electric light-duty vehicle charging stations proportional to the number of parking spaces at the project.
• • Installing solar photovoltaic systems on the project site of a specified electrical generation capacity, such as equal to the building's projected energy needs.
• • Requiring all stand-by emergency generators to be powered by a non-diesel fuel. • • Requiring facility operators to train managers and employees on efficient
scheduling and load management to eliminate unnecessary queuing and idling of
trucks.
• • Requiring operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.
• • Meeting CalGreen Tier 2 green building standards, including all provisions
related to designated parking for clean air vehicles, electric vehicle charging, and

bicycle parking.
• • Achieving certification of compliance with LEED green building standards. • • Providing meal options onsite or shuttles between the facility and nearby meal destinations.
• • Posting signs at every truck exit driveway providing directional information to the truck route.
• • Improving and maintaining vegetation and tree canopy for residents in and around the project area.
• • Requiring that every tenant train its staff in charge of keeping vehicle records in
diesel technologies and compliance with CARB regulations, by attending CARB- approved courses. Also require facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request.
• • Requiring tenants to enroll in the United States Environmental Protection Agency's SmartWay program, and requiring tenants to use carriers that are SmartWay carriers.

• Providing tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.

VI. Noise Impacts Analysis and Mitigation

The noise associated with logistics facilities can be among their most intrusive impacts to nearby sensitive receptors. Various sources, such as unloading activity, diesel truck movement, and rooftop air conditioning units, can contribute substantial noise pollution. These impacts are exacerbated by logistics facilities' typical 24-hour, seven-days-per-week operation. Construction noise is often even greater than operational noise, so if a project site is near sensitive receptors, developers and lead agencies should adopt measures to reduce the noise generated by both construction and operation activities.

Examples of best practices when studying noise impacts include:

• • Preparing a noise impact analysis that considers all reasonably foreseeable project noise impacts, including to nearby sensitive receptors. All reasonably foreseeable project noise impacts encompasses noise from both construction and operations, including stationary, on-site, and off-site noise sources.
• • Adopting a lower significance threshold for incremental noise increases when baseline noise already exceeds total noise significance thresholds, to account for the cumulative impact of additional noise and the fact that, as noise moves up the decibel scale, each decibel increase is a progressively greater increase in sound pressure than the last. For example, 70 dBA is ten times more sound pressure than 60 dBA.
Examples of measures to mitigate noise impacts include:
• • Constructing physical, structural, or vegetative noise barriers on and/or off the project site.
• • Locating or parking all stationary construction equipment as far from sensitive receptors as possible, and directing emitted noise away from sensitive receptors.
• • Verifying that construction equipment has properly operating and maintained mufflers.
• • Requiring all combustion-powered construction equipment to be surrounded by a noise protection barrier
• • Limiting operation hours to daytime hours on weekdays.
• • Paving roads where truck traffic is anticipated with low noise asphalt. • • Orienting any public address systems onsite away from sensitive receptors and setting system volume at a level not readily audible past the property line. VII. Traffic Impacts Analysis and Mitigation
Warehouse facilities inevitably bring truck and passenger car traffic. Truck traffic can present substantial safety issues. Collisions with heavy-duty trucks are especially dangerous for passenger cars, motorcycles, bicycles, and pedestrians. These concerns can be even greater if

truck traffic passes through residential areas, school zones, or other places where pedestrians are common and extra caution is warranted.
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Examples of measures to mitigate traffic impacts include:
• • Designing, clearly marking, and enforcing truck routes that keep trucks out of residential neighborhoods and away from other sensitive receptors.
• • Installing signs in residential areas noting that truck and employee parking is prohibited.
• • Constructing new or improved transit stops, sidewalks, bicycle lanes, and crosswalks, with special attention to ensuring safe routes to schools.
• • Consulting with the local public transit agency and securing increased public transit service to the project area.
• • Designating areas for employee pickup and drop-off.
• • Implementing traffic control and safety measures, such as speed bumps, speed limits, or new traffic signs or signals.
• • Placing facility entry and exit points on major streets that do not have adjacent sensitive receptors.
• • Restricting the turns trucks can make entering and exiting the facility to route trucks away from sensitive receptors.
• • Constructing roadway improvements to improve traffic flow.
• • Preparing a construction traffic control plan prior to grading, detailing the

locations of equipment staging areas, material stockpiles, proposed road closures, and hours of construction operations, and designing the plan to minimize impacts to roads frequented by passenger cars, pedestrians, bicyclists, and other non-truck traffic.

VIII. Other Significant Environmental Impacts Analysis and Mitigation

Warehouse projects may result in significant environmental impacts to other resources, such as to aesthetics, cultural resources, energy, geology, or hazardous materials. All significant adverse environmental impacts must be evaluated, disclosed and mitigated to the extent feasible under CEQA. Examples of best practices and

mitigation measures to reduce environmental impacts that do not fall under any of the above categories include:

• • Appointing a compliance officer who is responsible for implementing all mitigation measures, and providing contact information for the compliance officer to the lead agency, to be updated annually.

• • Creating a fund to mitigate impacts on affected residents, schools, places of worship, and other community institutions by retrofitting their property. For example, retaining a contractor to retrofit/install HVAC and/or air filtration systems, doors, dual-paned windows, and sound- and vibration-deadening insulation and curtains.

• • Sweeping surrounding streets on a daily basis during construction to remove any construction-related debris and dirt.

• • Directing all lighting at the facility into the interior of the site.

• • Using full cut-off light shields and/or anti-glare lighting.

• • Using cool pavement to reduce heat island effects.

• • Installing climate control in the warehouse facility to promote worker well-being. • • Installing air filtration in the warehouse facility to promote worker well-being.

The final environmental documents must make sure what you read above from the AG's office is incorporated into this proposed warehouse project to protect current residents to the west and to the north of the project as well as warehouse workers from both the project site as well as from the project's diesel equipment and truck traffic.. The impacts to the environment will be significantly reduced if the project's final documents/staff report/conditions of approval includes the above recommendations.

The CARB's Attachment A on Recommended Air Pollution Emission Reduction Measures for Warehouses and Distribution Centers is attached below my name. The Sierra Club believes this project's Draft EIR must incorporate CARB's concerns and strongly worded recommendations for this warehouse…..otherwise it will be inadequate. There is no excuse for the city not to apply/require that which is contained in CARB's Attachment A from day one of this project and the Sierra Club expects to see them in the Draft EIR.

Please keep me as well as the Sierra Club informed of all documents and meetings related to this project.

Sincerely,
Shaul Rosen-Rager
Sierra Club

Santa Margarita Group
rosenrager@gmail.com

ATTACHMENT A

Recommended Air Pollution Emission Reduction Measures for Warehouses and Distribution Centers

The California Air Resources Board (CARB) recommends developers and government planners use all existing and emerging zero to near-zero emission technologies during project construction and operation to minimize public exposure to air pollution. Below are some measures, currently recommended by CARB, specific to warehouse and distribution center projects. These recommendations are subject to change as new zero-emission technologies become available.

Recommended Construction Measures

1. Ensure the cleanest possible construction practices and equipment are used. This includes eliminating the idling of diesel-powered equipment and providing the necessary infrastructure (e.g., electrical hookups) to support zero and near-zero equipment and tools.
2. Implement, and plan accordingly for, the necessary infrastructure to support the zero and near-zero emission technology vehicles and equipment that will be
15
operating on site. Necessary infrastructure may include the physical
(e.g., needed footprint), energy, and fueling infrastructure for construction equipment, on-site vehicles and equipment, and medium-heavy and heavy-heavy duty trucks.
3. In construction contracts, include language that requires all off-road diesel powered equipment used during construction to be equipped with Tier 4 or cleaner engines, except for specialized construction equipment in which Tier 4 engines are not available. In place of Tier 4 engines, off-road equipment can incorporate retrofits, such that, emission reductions achieved equal or exceed that of a Tier 4 engine.
4. In construction contracts, include language that requires all off-road equipment with a power rating below 19 kilowatts (e.g., plate compactors, pressure washers) used during project construction be battery powered.
5. In construction contracts, include language that requires all heavy-duty trucks entering the construction site, during the grading and building construction phases be model year 2014 or later. All heavy-duty haul trucks should also meet CARB's lowest optional low-oxides of nitrogen (NOx) standard starting in the year 2022.1

1.In 2013, CARB adopted optional low-NOx emission standards for on-road heavy-duty engines. CARB encourages engine manufacturers to introduce new technologies to reduce NOx emissions below the current mandatory on-road heavy-duty diesel engine emission standards for model year 2010 and later. CARB's optional low-NOx emission standard is available at: https://www.arb.ca.gov/msprog/onroad/optionnox/optionnox.htm.

6. In construction contracts, include language that requires all construction equipment and fleets to be in compliance with all current air quality regulations. CARB is available to assist in implementing this recommendation.

Recommended Operation Measures

6. Include contractual language in tenant lease agreements that requires tenants to use the cleanest technologies available, and to provide the necessary infrastructure to support zero-emission vehicles and equipment that will be operating on site.
7. Include contractual language intenant lease agreements that requires all loading/unloading docks and trailer spaces be equipped with electrical hookups for trucks with transport refrigeration units (TRU) or auxiliary power units. This requirement will substantially decrease the amount of time that a TRU powered by a fossil-fueled internal combustion engine can operate at the project site. Use of zero-emission all-electric plug-in TRUs, hydrogen fuel cell transport

refrigeration, and cryogenic transport refrigeration are encouraged and can also be included in lease agreements.2
8. Include contractual language in tenant lease agreements that requires all TRUs entering the project site be plug-in capable.
9. Include contractual language in tenant lease agreements that requires future tenants to exclusively use zero-emission light and medium-duty delivery trucks and vans.
10.Include contractual language in tenant lease agreements requiring all TRUs, trucks, and cars entering the Project site be zero-emission.
11.Include contractual language intenant lease agreements that requires all service equipment (e.g., yard hostlers, yard equipment, forklifts, and pallet jacks) used within the project site to be zero-emission. This equipment is widely available.
12.Include contractual language in tenant lease agreements that requires all heavy duty trucks entering or on the project site to be model year 2014 or later, expedite a transition to zero-emission vehicles, and be fully zero-emission beginning in 2030.
2.CARB's Technology Assessment for Transport Refrigerators provides information on the current and projected development of TRUs, including current and anticipated costs. The assessment is available
at: https://www.arb.ca.gov/msprog/tech/techreport/tru_07292015.pdf.
Attachment - 2
8. Include contractual language in tenant lease agreements that requires the tenant be in, and monitor compliance with, all current air quality regulations for on-road trucks including CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation,3 Periodic Smoke Inspection Program (PSIP),4 and the Statewide Truck and Bus Regulation.5
9. Include contractual language in tenant lease agreements restricting trucks and support equipment from idling longer than 5 minutes while on site.
10.Include contractual language in tenant lease agreements that limits on-site TRU diesel engine runtime to no longer than 15 minutes. If no cold storage operations are planned, include contractual language and permit conditions that prohibit cold storage operations unless a health risk assessment is conducted, and the health impacts fully mitigated.
11.Include rooftop solar panels for each proposed warehouse to the extent feasible, with a capacity that matches the maximum allowed for distributed solar connections to the grid.
3.In December 2008, CARB adopted a regulation to reduce greenhouse gas emissions by improving the fuel efficiency of heavy-duty tractors that pull 53-foot or longer box-type trailers. The regulation applies primarily to owners of 53-foot or longer box-type trailers, including both dry-van and refrigerated-van trailers, and owners of the heavy-duty tractors that pull them on

California highways. CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation is available at: https://www.arb.ca.gov/cc/hdghg/hdghg.htm.
4. The PSIP program requires that diesel and bus fleet owners conduct annual smoke opacity inspections of their vehicles and repair those with excessive smoke emissions to ensure compliance. CARB's PSIP program is available at: https://www.arb.ca.gov/enf/hdvip/hdvip.htm.
5. The regulation requires that newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent. CARB's Statewide Truck and Bus Regulation is available at: https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm.

Law Office of Abigail Smith
A Professional Corporation
2305 Historic Decatur Road, Suite 100, San Diego, CA 92106

Abigail A. Smith, Esq.
Email: abby@socalceqa.com
Telephone: (951) 808-8595

VIA E-MAIL AND US MAIL

July 10, 2024

City of Hemet Planning Department
Attn: Monique Alaniz-Flejter, Community Development Director
445 East Florida Avenue
Hemet, CA 92543
mfleijter@hemetca.gov

Re: Comments on Notice of Preparation (NOP) of Environmental Impact Report for the Hemet Logistics West Project

To the City of Hemet:

Sierra Club provides the following comments on the Notice of Preparation (NOP) of Environmental Impact Report (EIR) for the Hemet Logistics West Project.

The forthcoming Draft EIR should evaluate all feasible mitigation measures for any environmental impacts that are found to be significant, including air quality mitigation measures. These measures can include electrification of on-site equipment; restrictions on diesel trucks; and sustainable building design measures such as "cool roofs," concrete paving, and solar energy. Alternatives to reduce the intensity of development especially relative to nearby sensitive receptors should also be fully explored.

In addition, the Draft EIR should evaluate all feasible measures aimed at reducing the Project's greenhouse gas emission impacts. In particular the City should evaluate measures that reduce vehicle miles traveled ("VMT") to ensure compatibility with local and regional land use planning documents.

We look forward to review of the Draft EIR. **Please include my office on the noticing list for future CEQA documents related to the Project**. Notices may be sent to the address above.

Sincerely,

Abigail Smith

Abigail Smith

Emilio Lozano

From: Charlie Cisakowski
Sent: Wednesday, June 26, 2024 8:37 PM
To: Monique Alaniz-Flejter; Emilio Lozano; Sam Kelley
Cc: Darryl Taylor
Subject: RE: Proposed Mega Warehouse on Acacia in Hemet

Thank you Monique for providing those over.

I will be OOO tomorrow and Friday. Can you please be forwarding these over to @Emilio Lozano and @Sam Kelley from our team?

Thanks!

Charlie Cisakowski
Charlie@epdsolutions.com
253.753.4928 | cell
3333 Michelson Drive | Suite 500 | Irvine, CA 92612
www.epdsolutions.com

E | P | D SOLUTIONS, INC
www.epdsolutions.com

From: Monique Alaniz-Flejter <MFlejter@hemetca.gov>
Sent: Wednesday, June 26, 2024 5:13 PM
To: Charlie Cisakowski <Charlie@epdsolutions.com>
Cc: Darryl Taylor <DTaylor@vcacode.com>
Subject: FW: Proposed Mega Warehouse on Acacia in Hemet

[NON-EPD]
Please see the attached correspondence.

Thank you.

From: Jordan Walton <JWalton@hemetca.gov>
Sent: Wednesday, June 26, 2024 2:26 PM
To: Monique Alaniz-Flejter <MFlejter@hemetca.gov>
Subject: RE: Proposed Mega Warehouse on Acacia in Hemet

Monique,

Please see the letter of Opposition below.

Thank you,

www.hemetca.gov

Jordan Walton | *Assistant Planner*

City of Hemet | *Community Development Department*
445 E. Florida Avenue | Hemet, CA 92543

Office: (951) 765-2375 | ***Direct:*** (951) 765-2477

City Hall is open Monday – Friday, 7:30am – 5:30pm
My office hours are Tuesday – Friday, 7:00am – 5:30pm

From: Barbara Nowell <nowelljb@yahoo.com>
Sent: Wednesday, June 26, 2024 1:54 PM
To: Planning Staff <planstaff@hemetca.gov>
Subject: Proposed Mega Warehouse on Acacia in Hemet

Warning: This email originated from outside the City of Hemet. Think before you click!

I am writing to express my deep concern and strong opposition to the proposed construction of a mega-warehouse on the corner of Acacia and Florida in the city of Hemet. As a resident of the Lakes of Hemet West community, I believe it is crucial that our voices are heard regarding this matter.

While we acknowledge the need for economic growth and development in our city, it is imperative that we strike a balance between progress and the preservation of our residential neighborhoods. The construction of a mega-warehouse in such close proximity to our community raises several significant concerns that we cannot overlook.

First and foremost, the potential increase in air pollution resulting from the operations of this warehouse is a serious concern. With a large number of trucks coming in and out of the facility, emissions from diesel engines will contribute to a decline in our air quality, posing a threat to the health and well-being of our residents, especially vulnerable populations such as the elderly.

Noise pollution is another detrimental impact we anticipate. The constant movement of heavy vehicles, loading and unloading activities, and the operation of machinery within the warehouse will generate excessive noise levels that will disrupt the peaceful ambiance of our community. It will diminish the quality of life for residents who have chosen this area for its tranquility and serenity.

Furthermore, the excessive lighting required for the mega-warehouse will have a significant negative impact on our community. The bright lights that will be present throughout the night will not only disturb the natural environment and nocturnal wildlife but also intrude upon the privacy of nearby residents. This constant illumination will detract from the enjoyment of our homes and hinder our ability to appreciate the beauty of the surroundings we have come to cherish.

Another critical concern is the increase in truck traffic that this warehouse will bring. The constant movement of large trucks along our roads will undoubtedly cause damage to the already deteriorating infrastructure. It is our belief that the cost of repairing the roads due to increased heavy traffic should not be borne by the taxpayers but rather by the entity responsible for creating this situation. Moreover, the congestion caused by these trucks will create additional traffic problems in an area already struggling to manage the existing flow of vehicles.

Lastly, the proposed mega-warehouse will obstruct the views from our community, which is an integral part of the appeal and value of our residential properties. The scenic beauty and the vistas we currently enjoy will be marred by an imposing structure that does not align with the character of our neighborhood. The loss of our cherished views will not only affect our quality of life but also diminish property values for homeowners in the vicinity.

In light of these concerns, I urge you to use your position and influence to address this issue. I implore you to engage in a thorough assessment of the potential negative impacts on our community and consider the long-term consequences before allowing the construction of the mega-warehouse to proceed. I respectfully request that you advocate for the preservation of our residential neighborhoods and work towards finding an alternative location for such industrial projects that would not adversely affect our community.

Thank you for your attention to this matter, and I sincerely hope you will take our concerns into serious consideration. We trust in your commitment to serving the best interests of our community and ensuring its sustainable growth.

Yours sincerely,

Jeffrey A. Nowell

Barbara A. Nowell

nowelljb@yahoo.com

Jeff Nowell

The Lakes at Hemet West HOA
5001 West Florida AVE
Hemet, CA 92545



July 11, 2024

Monique Alaniz-Flejter
Community Development Director
445 E Florida Avenue City Hall
Hemet, CA 92543

Ms Alaniz-Flejter:

It was a pleasure to see you again at The Lakes at Hemet West expansion planning meeting. It's wonderful to know that so many regulatory groups have eyes on projects having to do with our community.

Let me preface what I'm about to say by stating, as residents of Hemet, we are not opposed to growth for our city. Employment for all is a wonderful goal from which we as a city will benefit. Approximately 40% of our own community still works at places such as the school district, area hospitals, and more. We shop, volunteer, eat in local restaurants, belong to the Western Science Center, and give to local charities. We are committed to progress, sustainable development and logistics strategies that prioritize resilience, environmental stewardship and community well-being. While we truly dislike the empty lot next door to us, we do not feel that a warehouse development and all the noise and pollution it will bring is a good fit for any residential area, not just ours.

We are particularly opposed to rezoning the area to "Industrial" as that opens a Pandora's Box to any number of dangerous possibilities for our park. We have seen reports of companies not using the warehouses they build only to sell them to hazardous chemical and waste companies. It is incomprehensible that you could sign off on something of this nature that could endanger so many senior citizens.

We also cannot understand why a warehouse development would want to plank down in such an odd spot so far from the freeway, encroaching on an already condensed neighborhood. We need real leaders with real solutions rather than quick money with no contingency for when these companies change locations and leave behind behemoth structures serving no purpose. (Voting out City officials has been seriously discussed by some residents.)

Following along with your EIR, these are our mitigations:

1. AIR QUALITY

A. <u>Pre-Construction Phase and Road Improvements</u>

Issue: Air quality will be diminished as dust containing trash, animal and human debris, molds, fungi, etc. are released into the air.

Mitigation: *(1) Request pathology testing for viruses and bacteria from burrowing animals and human waste randomly throughout the project site and thoroughly at the western perimeter.*

(Thinking here of Hantavirus.) Request fungi testing of soil in random areas of the field and thoroughly at the western perimeter. (Valley Fever) (2) Provide quality air filtration systems for all homes on project perimeter.

B. Post Construction Phase

Issues:

(1) Diesel truck emissions. Residents on the western perimeter with heart and lung problems will suffer unbearably due to air pollution. The wind blows here every day. As production picks up at the warehouses, and traffic all around us gridlocks, we can expect poor air quality most of the time. Outdoor activities would be severely impacted.

(2) Recreation is provided by The Lakes at Hemet West Recreation Club, a private 501c7 non-profit supported by the residents of the community. The Club is licensed by the City of Hemet and pays over $4000 in liability insurance each year to have events on the premises, many of which are outside. (Liability insurance is expected to rise to $6800 in 2025 and could perhaps be higher due to your project. Outside activities include Horseshoes, Aquacize, Men's and Women's Golf, Pickle Ball and Wednesday Walkers. Many of these activities involve league and tournament play with other area citizens. Poor air quality could preclude activities that people support monetarily.

(3) Large outdoor events include parades, car shows, picnics in the park, BBQs, Golf Cart Poker Runs, flag ceremonies, a kids' fishing tournament sponsored by Berkley Fishing, Alzheimer's Walk, Cancer Walk and sometimes movies. Poor air quality (and noise) would disallow these important events while causing financial ruin to the Club and residents. This could result in law suits against the Hemet Logistics West Project, the City and others.

Mitigation: *(1) Recompense for our Hemet West Golf Association each time air pollution forces the golfers off the course. (2) Recompense for our pickle ball players, horseshoe players, Aquasize group, bike riders, walkers, dog park attendees and all other residents who are forced to stay inside on bad air quality days. (3) Recompense for relocation of seniors\handicapped who are forced to move due to poor air quality that cannot be managed in other ways. (Several residents are discussing class action suits if they or their spouse become sicker due to worsening air.) (5) Recompense for our Lakes at Hemet West Recreation Club for loss of revenue for cancelled outdoor events.* **Total mitigation: Do not go forward with the project. The only way to prevent poor air quality is to stop it at the source**.

2. BIOLOGICAL RESOURCES

Request report from a qualified agency to be submitted to The Lakes at Hemet West HOA. Earlier reports of a rare native tree on Florida Ave have proven unfounded.

3. GEOLOGY AND SOILS

Issues: A sink hole had occurred previously on the western perimeter of the site project. (Sink holes have appeared on other areas of our property as well.) The perimeter sinkhole was unstoppable for a time. A home was jacked up for a long while and ultimately the rapidly expanding hole had to be filled with gravel. Digging, pooling water, alterations made to the land could cause our homes to shift, sink, slide, etc. Our homes do not have slab foundations. Homeowner's insurance will not cover damage from moving earth.

Mitigation: *(1) Test geology and soil on the east side of The Lakes at Hemet West. (2) Agree in writing before work begins to cover all damages to homes and belongings; outer buildings, inside and out caused by soil disturbance or other aspects to do with site development. (3) Agree in writing to cover driveway and road repairs caused from development of the project site. (4) Agree in writing to replace landscaping such as trees that could be displaced due to soil disturbance caused by the work project.* **Complete mitigation: Do not go forward with this project.**

4. **GREENHOUSE GAS EMISSIONS**

Issues:

(1) Transportation: Largest source of CO_2 in California, is primarily comprised of road travel. Electricity production, industrial and residential sources also make serious contributions to CO_2 emissions in California. {California Air Resources Board (.gov)} Most of us at the Lakes at Hemet West don't often drive. When we do, it's within a 4-mile radius. We don't contribute much to poor air quality in the area. Your project and the other planned warehouse projects will increase traffic a thousand-fold, causing gridlocks, impeding emergency planning and discouraging people from frequenting restaurants and shopping trips. No one is going to want to sit in traffic, especially in the heat. By having more idling vehicles stuck in traffic, you will be forcing the west end of town to experience a huge increase in greenhouse gases.

(2) Diesel Trucks: Emissions contribute to ground-level ozone which damages vegetation, crops and trees. Emissions can affect lakes, streams and soil, giving entry to the human food chain through water, meat, fish and produce. Nitrogen oxides from diesel-powered engines are responsible for over 60% of all emissions in the United States. Nitrogen oxide emissions cause a chemical reaction in the atmosphere to form particulate matter. Diesel emissions include volatile organic compounds, soot particles, hydrocarbons and carbon monoxide.

Mitigation*: (1) Reduce truck engine idling. (2) Install quality air filtration systems in all homes in The Lakes at Hemet West. (3) Guarantee consumption safety of our community garden by paying for testing of our year-round produce. (4) Guarantee safety of our open swimming pool, Jacuzzi and lakes by paying for testing of our year-round activities. (5) Guarantee the safety of our four lakes including the fish, turtles, water fowl, raptors, raccoons and other wild life that are supported by the lakes.*

5. **HAZARDS AND HAZARDOUS MATERIALS**

We request a thorough review of site operations from the County of Riverside Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan by the Riverside Emergency Management Department (EMD); the City of Hemet Office of Emergency Management.

We request copies of all hazards and hazardous materials associated with your project and production per the state and federal Community Right-to-Know laws coordinated through the California Emergency Management Agency (Cal EMA) and Title III of the Federal Superfund Amendments and Reauthorization Act of 1986 (SARA Title III). The purpose of the Community Right-to-Know laws is to support emergency planning efforts at local levels with information concerning potential hazardous and toxic chemicals. Given your proposed dangerously close proximity to our vulnerable population, this information is vital to our own in-house Community Emergency Response Team (CERT) which coordinates with the broader community of Hemet. We reserve the right to request a representative from your safety team to periodically attend our CERT meetings,

held monthly. We also request copies of your safety audits and any infractions that might endanger our community.

6. HYDROLOGY AND WATER QUALITY

1. Effluent

We assume you will produce hazardous\toxic effluent from products used in a wide variety of applications. We request a list of all chemicals going down drains at this site, as well as safe disposal certificates of products treated and carried away from this site.

2. Infiltration System

We are very opposed to the infiltration system designed to run parallel to our eastern perimeter. As previously stated, we have had a sink hole there before. We feel that is an action that is dangerous to your operation and our homes.

Mitigation: *You agree in writing to be responsible for leaks, breaks, tears, vector issues, resulting from putting such a system near our homes, plus damage to our property, homes, out-buildings, pets, vehicles, vegetation and more.*

7. LAND USE AND PLANNING

- A large warehouse project cannot exist companionably side-by-side with a currently quiet and beautiful retirement resort of 1200 residents.

- Rezoning to industrial use leaves the door open to hazardous chemical companies and worse coming in at a future time.

- EPA recommendation is for at least a one-thousand-foot safety buffer between industry and residents which this project is not allowing.

- Warehouse jobs are not the answer to Hemet's employment future. Warehouse work is mind-numbing, body-assaulting, poorly paid, and notoriously fickle, as owners move around the Inland Empire building and abandoning in one town only to arise in another town.

- We have an abandoned warehouse at Warren and Whittier as we 'speak', yet you want to build another warehouse at Warren and Simpson.

- Hemet is far from freeways, does not have the needed road infrastructure to support 3000 truck trips a day. Has the regional impact (pass-thru cities and communities) been considered?

- We are happy that someone will clean up the field, plant native plants (hopefully all natives to Riverside County) and keep the homeless population at bay, but a better fit for the area would be geriatric health care or community services; or any business that keeps 8-5 working hours.

- This project will devalue of our homes, the last vestige of monetary assurance we had in case we need to rehome to assisted living.

8. NOISE

Issues: Effects of Road Traffic Noise on a Senior Population

- Long term exposure to road traffic noise may be negatively associated with dementia among older adults. (Road traffic noise and cognitive function in older adults: a cross-sectional investigation of The Irish Longitudinal Study on Ageing; *BMC Public Health* 21, Article number:1814 (2021)

- The noise coming from vehicles zooming by all hours of the day can actually hinder a person's quality of life over time. They have found that highway noise has links to depression and a slew of other health problems including a raised risk of heart attacks among people over 50, risk of obesity and stress. The study found that depression was linked to exposure of 55 decibels or higher. (Poon, 2015)

- Prolonged exposure to traffic noise over 60 decibels increased risk of death by four percent. (Mulcahy, 2016)

Effects of Construction Noise on a Senior Population

- Excessive noise creates communication barriers, hindering residents' ability to understand speech and leading to feelings of isolation. It also contributes to cognitive decline, making it harder for seniors to focus and retain information, particularly for those with conditions like dementia. Additionally, noise pollution takes an emotional toll, increasing stress and anxiety, and eroding overall emotional well-being. Prolonged noise exposure can even raise the risk of cardiovascular diseases. Seniors may have reduced coping mechanisms and a decreased ability to adapt to environmental stressors including noise. This diminished resilience makes them more susceptible to the adverse effects of noise. (The Unrealized Effects of Noise Pollution – uniguest.com)

- Exposure to constant and excessive levels of noise causes stress-related illnesses, high blood pressure, speech interference, sleep disruption, depression and lost productivity. (Noise Pollution and Older Adults – A Real Health Hazard: April 6, 2018|Pam Brandon)

Mitigation: Purchase double to triple pane windows for every home on the perimeter of this project.

Effects of Noise and Vibration on Mobile Home Structure

Issue: Mobile homes do not bar sound very well. Thin walls and little-to-no insulation make mobile home settings very important. Set back from Florida Ave and with nothing on the Cawston/Acacia side, our Park is usually peaceful. Specifications for damage to mobile home structure vibration levels were not found but exist for other buildings. Our homes have no foundations. Noise causes vibrations and vibrations damage structures over time.

Mitigation: Do not develop property with this plan.

9. POPULATION AND HOUSING

Senior Population

It seems obvious to everyone except the City that a warehouse project a few feet away from a large senior community is cruel and dangerous.

Mobile and Manufactured Homes

As previously stated, our homes are not on fixed foundations. Suppose one of our residents is sitting in a wheelchair on the porch or heading downstairs in a walker or in the shower when a strong vibration comes from the area you're digging up or dismantling and they fall because of it. What if someone has a fall and can't get help because there is so much going on that they can't be heard? We deal with trip and fall issues all the time. We try to keep ourselves safe in our homes. Your project will be unpredictable. There will be no way to protect ourselves. Please ask yourself, if this were your parents' or grandparents' home, would you let this project go through with them living here?

10. PUBLIC SERVICES

- EMT and fire responses will be permanently impacted by this project; and not just to our community. Royal Holiday senior mobile home park with another 400 residences; bus routes, medical pickups; all public transportation and delivery systems will be gridlocked by this project.

- Accidents are frequent in West Hemet and will likely get worse with more traffic on the roads. The new 249 homes planned for the empty lot on Warren and Devonshire will also have to use Florida AVE and Warren with potential for additional traffic.

- The planned-for addition of an additional 160 homes to be added to The Lakes at Hemet West will also increase road impact, particularly evacuation events.

- Hemet does not have the trauma and emergency infrastructure that other cities have. This will be a constant problem that could result in deaths.

11. TRANSPORTATION

As stated, hundreds of trucks on the main arteries of West Hemet is a recipe for disaster. Longer lights, gridlocks and accidents will either keep people home or cause additional road rage.

12. UTILITIES AND SERVICE SYSTEMS

No obvious issues for this community.

Thank you for considering these points for discussion. We look forward to hearing that you have chosen a more suitable neighbor for our community.

Sincerely,

Becki Grass, President
The Lakes at Hemet West HOA

Cell: 619.508.0802
Email: becki.grass10@gmail.com

To: Monique Alaniz-Flejter <MFlejter@hemetca.gov>
Subject: FW: Vibration and Sinking at the Cawston/Acacia Warehouse Site

Monique,

Please see the letter of Opposition below.

Thank you,

www.hemetca.gov

Jordan Walton | *Assistant Planner*

City of Hemet | *Community Development Department*
445 E. Florida Avenue | Hemet, CA 92543

Office: (951) 765-2375 | ***Direct:*** (951) 765-2477

City Hall is open Monday – Friday, 7:30am – 5:30pm
My office hours are Tuesday – Friday, 7:00am – 5:30pm

From: Becki Grass <becki.grass10@gmail.com>
Sent: Wednesday, June 26, 2024 12:55 PM
To: Planning Staff <planstaff@hemetca.gov>
Subject: Vibration and Sinking at the Cawston/Acacia Warehouse Site

Warning: This email originated from outside the City of Hemet. Think before you click!

You may not be familiar with how our homes are set at The Lakes at Hemet West. We do not have foundations under our houses. Many newer homes are frame-braced for earth movement; some are not.

There is a concern that vibration from road work, digging, dirt removal, truck movement, etc., over time, will cause our homes to shift, loosening pipes and electrical hookups, perhaps even causing homes to slide from the frame. My own 1973 home shakes when a helicopter goes over it, though thankfully, that is a rare occurrence. Your long-term project could mean constant vibration.

Digging in the field on your west side could also cause our homes to sink, especially when it rains. (One home on that side had already sunk and had to be repaired.)

Our insurances do not cover earth movement and may not cover water leaks and other damage to our homes.

Thank you for your consideration.

Becki Grass, President
The Lakes at Hemet West HOA

Cell: 619.508.0802

Subject Central Valley White Oak vs. Hemet Warehouse

To: [webmaster@calepa.ca.gov <webmaster@calepa.ca.gov>]

From Blucrz <blucrz@aol.com>

Date: Tue, Jul 9, 2024 at 1:14 PM

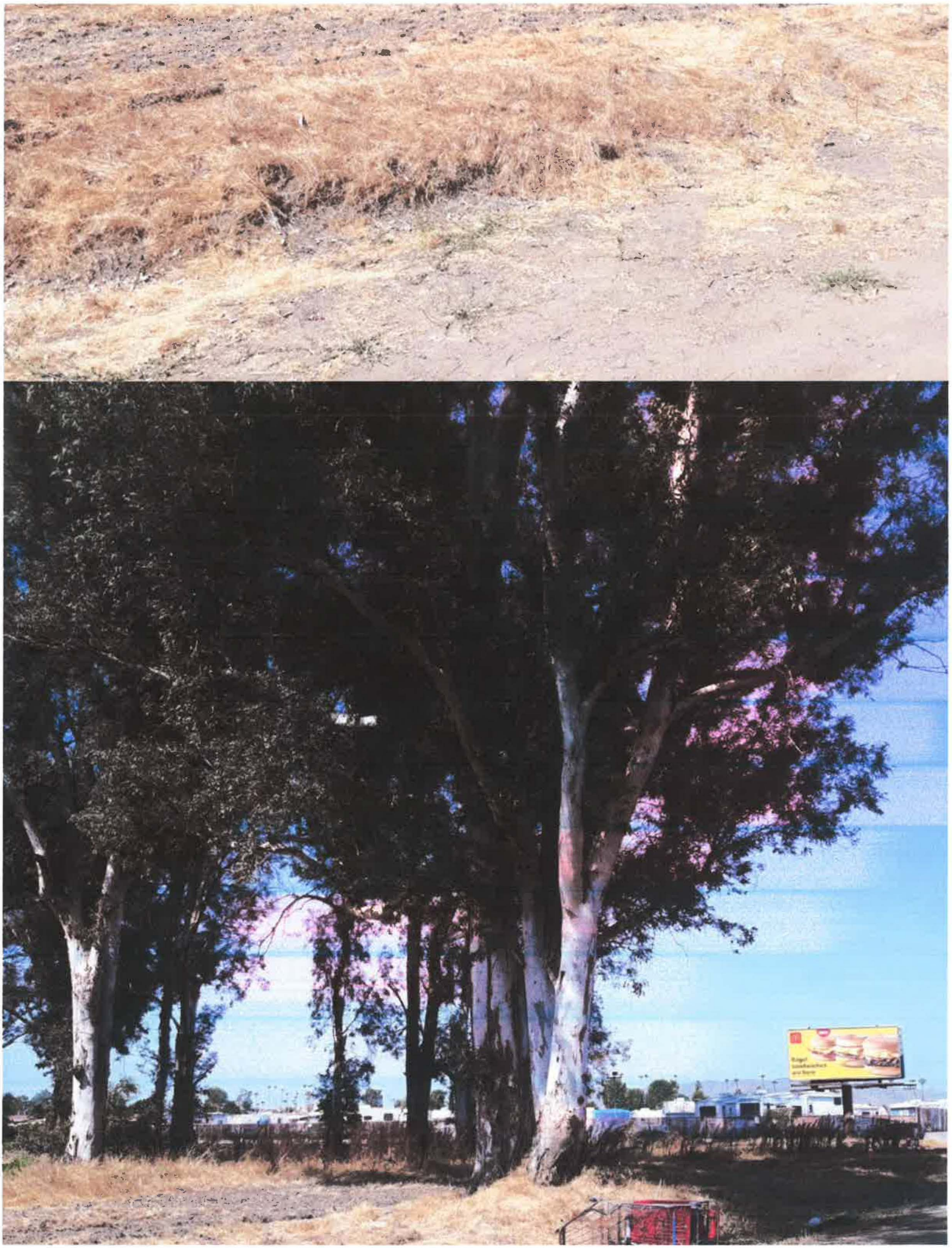
Attached pls find info concerning a project on the verge of approval that could threaten a grove of mature Central Valley Oak trees. Location of the project is 4900 block of West Florida Ave. The warehouse project if approved will be adjacent to The Lakes at Hemet West over 55 retirement community. A update hearing is scheduled this month.

These trees are 300 to 600 years old and are in protected status but would have to be moved. The fear is that this grove of at least 30 trees will be cut instead of relocated.

City of Hemet - Planning
RECEIVED
JUL 17 2024
By:

D.C.Hoop. Concerned Citizen
5001 W. Florida Ave.
Hemet, CA



















Monique Alaniz-Flejter, AICP
Community Development Director
City of Hemet | 445 E. Florida Avenue, Hemet, CA 92543
(951) 765-2370 |

From: dchoop <dchoop@aol.com>
Sent: Thursday, June 20, 2024 9:00 AM
To: Monique Alaniz-Flejter <MFlejter@hemetca.gov>; pangauhoopyenny@gmail.com; blucrz@aol.com
Subject: FW: CA Valley Oak Tree.

Warning: This email originated from outside the City of Hemet. Think before you click!

Sent from my T-Mobile 4G LTE Device

-------- Original message --------
From: dchoop <dchoop@aol.com>
Date: 6/19/24 12:06 PM (GMT-08:00)
To: mfleijter@hemetca.gov
Subject: CA Valley Oak Tree.

Ms. Alaniz-Flejter

Attached herewith are photos of a grove full of CA Valley Oak trees located within the proposed warehouse area.

These CA Valley Oak trees are EPA protected status and cannot be cut down to make room for a 2.6 million square. ft. building. The majority of the grove of trees have a tree trunk exceeding the CA qualifications. The trunk circumference on most are over 8 ft.

These trees are approximately 300 to 600 years old at this proposed warehouse area.

I would suggest the cost to relocate just ONE mature tree is over $30,000. The township could issue a permit for new seedlings to be relocated to the property owners. The cost of the permit is at the discretion of the Hemet Planning Dept.
Also, CA EPA should be included as a contact for your office.
Finally. these trees are only growing in the Southern California central valley. They do not grow anywhere else in the U.S.

Respectully,

D. C. Hoop
dchoop@aol.com

SPC#178 Hemet West.
Attachment:
Photos of Hemet Valley Oak grove.

Sent from my T-Mobile 4G LTE Device

Western States Mobile Home Parks, LLC

5001 Florida Avenue
Hemet, California 92545

June 26, 2024

VIA E-MAIL (MFlejter@hemetca.gov) AND FIRST CLASS MAIL

Ms. Monique Alaniz-Flejter
Community Development Director
City of Hemet Planning Department
445 East Florida Avenue
Hemet, CA 92543

RE: Notice of Preparation
Hemet Logistics West Project

Dear Ms. Alaniz-Flejter:

Western States Mobile Home Parks, LLC ("WSMHP") is the owner of that certain mobile home park community known as *The Lakes at Hemet West* (the "Lakes Community"). The Lakes Community is located at 5001 W. Florida Avenue in the City of Hemet; the parcels comprising the Lakes Community are identified by the Riverside County Assessor as APNs 456-010-016, -018, -020, -022, -023 and -024.

WSMHP is in receipt of a copy of the Notice of Preparation ("NOP") issued by the City of Hemet ("City") in relation to the proposed Hemet Logistics West Project (the "Project"). The Lakes Community is located immediately west of / adjacent to the situs of the proposed Project. Hence, WSMHP has a definitive interest in what occurs on the adjoining Project property, and how use of said Project property may affect the Lakes Community and its 700 individual unit owners and 1200 plus residents. Accordingly, WSMHP appreciates the courtesy of the City in considering the following comments concerning the NOP and the to-be-prepared Environmental Impact Report ("EIR") for the Project.

As a preliminary matter, WSMHP would like to remind the City that the Lakes Community was established in 1971 and is the home of a vibrant 55+ senior populace. Indeed, the individual unit owners residing within the Lakes Community are an active group who specifically chose the Lakes Community for its tranquility and healthy lifestyle options. The residents of the Lakes Community have long-enjoyed the peace and quiet afforded by the minimally-developed surroundings, while simultaneously benefitting from the myriad of outdoor activities and gathering opportunities that are available to community residents and guests.

In candor, the Project described in the NOP seems diametrically at-odds with the lifestyle created for – and long-appreciated by – the residents of the Lakes Community. Indeed, development of a massive, four-building industrial warehouse project with 24/7 operations is likely to generate several externalities that are inconsistent with promoting and preserving the health, safety and welfare of senior citizens who call the Lakes Community their home. More directly, the proposed Project is likely to severely hurt everyday life within the Lakes Community and compromise the desirability of the community for both current and future owners.

WSMHP appreciates that the City, per Section III of the NOP, has identified a host of potentially-significant environmental impacts that will need to be addressed in the EIR vis-à-vis development and operation of the Project. In relation to the identified topical categories, WSMHP believes that heightened analysis should be afforded to the following topics and questions:

- ***Land Use and Planning*** -- The City's General Plan designates this area for Community Commercial as its best use, and now it is proposed to be changed to Business Park. Is developing a highly trafficked industrial park directly adjacent to a large residential subdivision where the average resident age is 75+ truly the best location for such a use?
- ***Transportation*** – The proposed Project will, undoubtedly, generate traffic volumes and issues which are far in excess of those which currently exist in the area. All the additional truck and employee traffic should be thoroughly understood, and the level of service should be addressed. Will the large volume of trucks cause the roads to deteriorate faster and ultimately become a burden for the rest of the city to repair? Turning movements and timing at intersections near the proposed Project should be carefully examined. Moreover, consideration should be given to establishing prescribed hours of operation for the Project in order to minimize circulation conflicts with the Lakes Community and other area uses.
- ***Pollution (e.g., Noise, Air Quality and Greenhouse Gas Emissions)*** – As indicated above, the residents of the Lakes Community spend much of their time outdoors. The EIR should carefully consider how development and operation of the Project (with all of its trucks, hours of operation, *etc.*) will disrupt the outdoor enjoyment of residents. Moreover, the EIR should carefully examine how noise, GHG, fugitive dust, *etc.* will adversely affect sensitive receptors residing within and proximate to the Lakes Community.
- ***Population and Housing*** – Consideration must be given to how development and operation of the proposed Project will adversely affect the population in and around the Lakes Community. By way of example only, increased truck traffic will certainly create new safety issues for residents (*e.g.*, risk of car accidents, fires, *etc.*). How might these risks affect the health and safety of existing and future residents? In addition, what effect

will development and operation of the proposed Project have upon home values in and around the Lakes Community? *To wit*: The residents of the Lakes Community own their homes. As is often the case in mobile home park communities, a resident's home is often his/her largest asset. Presumably, development and operation of a 1MM+ square foot industrial complex (with round-the-clock operations) is going to have a significant impact upon each unit's value and, by extension, each resident's net worth.

- ***Hazards and Hazardous Materials*** – What materials will be transported to/from and stored within the industrial complex? Even if the industrial buildings will not be used for the storage of hazardous materials and substances, the fair presumption is that trucks and vehicles travelling to and from the Project site will be powered by petrochemicals. Hence, what are the potentially significant environmental impacts associated with accidental fuel spills, vehicular accidents, *etc.*?
- ***Utilities and Service Systems*** – A 1MM+ square foot industrial complex will have a substantial demand on utilities. Are the City and local utility providers prepared to meet the demands of the Project – particularly in relation to potable water? Will there be any capacity remaining for future development within the City to further improve what the City already has to offer? Will the taxes generated from this proposed development offset all the additional expenses to the City?
- ***Hydrology and Water Quality*** -- With all of the additional impervious area being added to the site, is there adequate capacity for stormwater management to prevent negative impacts on the Lakes Community? Will this development affect the floodplain in the area?

The foregoing list is not exhaustive, and WSMHP expects that the EIR will carefully consider all categories of potentially-significant environmental impacts associated with development and operation of the Project. In connection therewith, WSMHP disagrees with the City's conclusion (set forth in Section IV of the NOP) that the proposed Project will have no significant impacts upon aesthetics. Without question, the Project is going to have adverse effects upon the visual setting (generally) and views from the Lake Community (specifically). As described in the NOP, the proposed "Building 1" will be 55 feet tall and have mounted exterior lighting on all sides of the building, as well as pole mounted lighting around the entire perimeter of the Project. Construction of a "10-foot-high decorative solid screen wall" (as indicated in the NOP) is not going to eliminate the visual of the building from the Lakes Community or otherwise; moreover, the 10-foot screen wall is not going to prevent light spill and halo effects associated with operation of the proposed exterior Project lights. *In short*: The City must add aesthetics to its list of study categories for the EIR.

Once again, WSMHP appreciates the opportunity to provide comments in relation to the NOP and the proposed EIR for the Project. WSMHP looks forward to receiving a copy of the EIR

following its publication and, as appropriate, providing comments on the released document and its supporting analyses. In the meantime, should you have any questions regarding the contents of this letter or any other matter pertaining to the Lakes Community, please contact the undersigned at (714) 746-0016 and/or danstruve@aol.com at your earliest convenience.

Sincerely,

Daniel C. Struve
Manager
Western States Mobile Home Parks, LLC

From: Jordan Walton
To: Monique Alaniz-Flejter
Subject: FW: Stop The Planned Warehouse Development Project (Acacia & Cawston Area)
Date: Tuesday, July 2, 2024 9:27:44 AM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png

Good morning Monique,

Please see the response concerning the warehouse development project off of Acacia & Cawston.

Thank you,

Jordan Walton | *Assistant Planner*

City of Hemet | *Community Development Department*
445 E. Florida Avenue | Hemet, CA 92543

Office: (951) 765-2375 | ***Direct:*** (951) 765-2477

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My office hours are Tuesday – Friday, 7:00am – 5:30pm

www.hemetca.gov

From: David Robinson <daviddrleon@aol.com>
Sent: Monday, July 1, 2024 6:00 AM
To: Joe Males <JMales@hemetca.gov>; Jaculin Peterson <Jpeterson@hemetca.gov>; Carole Kendrick <CKendrick@hemetca.gov>; Linda Krupa <LKrupa@hemetca.gov>; Malcolm Lilienthal <MLilienthal@hemetca.gov>; Benigno Sandoval <BSandoval@hemetca.gov>; Planning Staff <planstaff@hemetca.gov>
Cc: Lynn Robinson <jmrobin789@gmail.com>
Subject: Stop The Planned Warehouse Development Project (Acacia & Cawston Area)

Warning: This email originated from outside the City of Hemet. Think before you click!

David L. Robinson
5001 West Florida Ave., #621, Hemet, CA 92545

July 1, 2024

Dear Hemet Mayor Males; Mayor Pro Tem Peterson; Council Members Kendrick, Krupa, and Lilienthal; Economic Development Director Sandoval; and Planning Commissioners Beamesderfer, Papp, Hill, Ochoa, and Clark,

We live in The Lakes at Hemet West Mobile Home Park (**5001 West Florida Ave**.) and we strenuously oppose the tentatively planned warehouse development project for the area near Acacia and Cawston.

As you know, this is right next to our beautiful park.

We are against this development because: traffic congestion will be unmanageable, emergency services will likely be impeded, and 24/7 noise will be unbearable. In addition, many of our residents suffer from COPD, asthma, and other maladies and are worried that poor air quality from truck emissions will further affect their health.

An increasing number of residents from the numerous mobile home parks (as well as apartment complexes) in the area are also against this warehouse project. That will become even more evident as you see the petitions, emails, calls, and other communications voicing citizen opposition. It's amazing how easy and rewarding it is to mobilize an incredibly large group of motivated seniors and others in the quest to challenge a development they feel will have a negative impact on their way of life.

We realize the City of Hemet is concerned with increased revenues from taxes and other income generated from new businesses. But we also know that Hemet leaders are interested in the continued support of your constituents. It would seem that you have to balance the potential future revenue stream from a controversial warehouse facility with other long-term results, which could include:

*Hemet residents' support (or lack thereof) during elections for both city officials and critical ballot propositions that benefit Hemet.

*The ongoing opposition to this project may make other businesses reconsider locating to Hemet.

*Newspaper and website articles about the warehouse project could lead prospective homeowners to think twice about purchasing homes in this area.

We understand that this is a challenging situation and hope that you make the right decision.

Please halt this warehouse development now.

Sincerely,

David L. Robinson

Wishing You Good Health, Happiness, and Peace
daviddrleon@aol.com
951/282-3665

Good afternoon Ms Alaniz-Flejter, July 12, 2024

RE: Comments on Notice of Preparation (NOP) for the Hemet Logistics West warehouse project

The City of Hemet should not allow this massive warehouse with its toxic diesel trucks sharing property lines with sensitive receptors = a community of seniors.

The state Attorney General (AG) has provided Hemet and other cities the document called "Warehouse Project: **Best Practices and Mitigation Measures** to Comply with the California Environmental Quality Act" which can be found in the following link: https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf.

These Best Practices should have been used already and must be used during the development of the project's Draft EIR or the project will be even more harmful to the health of those living Hemet.

"How Ozone Pollution Harms Your Health

Ozone exposure can cause premature death when combined with other risk factors. Breathing ozone can shorten your life if you are among the higher risk groups. Strong evidence exists of the deadly impact of ozone from large studies conducted in cities across the U.S., in Europe and in Asia. Researchers repeatedly found that the risk of premature death increased with higher levels of ozone. Newer research has confirmed that ozone increased the risk of premature death even when other pollutants also are present.

Immediate breathing problems. Many areas in the United States produce enough ozone during the summer months to cause health problems that can be felt right away. Immediate problems—in addition to increased risk of premature death—include:

- *shortness of breath, wheezing and coughing;*

- *asthma attacks;*
- *increased risk of respiratory infections;*
- *increased susceptibility to pulmonary inflammation; and*
- *increased need for people with lung diseases, like asthma or chronic obstructive pulmonary disease (COPD), to receive medical treatment and to go to the hospital.*

*Long-term exposure risks. Scientific studies warn of serious health effects from breathing ozone over long periods –that is, for periods longer than eight hours, including days, months or years. Long-term ozone exposure is associated with increased respiratory illnesses, metabolic disorders, nervous system issues, reproductive issues (including reduced male and female fertility and poor birth outcomes), cancer and also increased cardiovascular mortality, which is the main driver of total mortality." (**American Lung Association)***

"Additionally, ozone disturbs the stability of ecosystems, leading to sensitive species dying out. Furthermore, ozone exposure reduces the production of roots, seeds, fruit and other plant constituents, reducing the amount of food available for wildlife." (**California Air Resources Board**)

"*Ozone can cause substantial damage to a variety of materials such as rubber, plastics, fabrics, paint and metals*." (**California Air Resources Board**)

There needs to be a full analysis of all of these Best Practices and Mitigations and how they will make the project much better for people and the environment — especially in our non-attainment area and in the project's census tract (6065043504) as can be read below according to CalEnviroScreen. **In some cases they are in the worst 5% of all of California -- like the current Ozone pollution as shown by the 95% found below.** The Draft EIR must show how this project will not increase the existing burdens of Ozone pollutions on the environment and people — especially children and the elderly. Failing to do so must result in the

denial of the project because the main responsibility of Hemet is to protect the Health, Safety, and Welfare of its residents.

The overall CalEnviroScreeen Percentile of 63% indicates this census tract with a population of 8,208 already is worse off than almost 2/3rds of the state.

The Draft EIR must show how the project will reduce all existing impacts shown below my name like Asthma at 63% as well as Cardiovascular Disease at 82% and not add to them or it will be inadequate. These impacts on the existing adjacent senior citizens living in Lakes at Hemet West whose homes provide less protection from the project's pollution than regular tract homes must be fully analyzed in the Draft EIR. These older sensitive receptors will be impacted/harmed much more than the general public.

Please keep me informed of all documents and meetings related to this Hemet Logistics West warehouse project.

Sincerely,

George Hague

CalEnviroScreen

Census Tract: 6065043504 (Population 8,208)

The results for each indicator range from 0-100 and represent the percentile ranking of census tract 6065043504

Overall Percentiles	
CalEnviroScreen 4.0 Percentile	63
Pollution Burden Percentile	48
Population Characteristics Percentile	68

Exposures	
Ozone	95
Particulate Matter 2.5	43
Diesel Particulate Matter	43
Toxic Releases	24
Traffic	58
Pesticides	54
Drinking Water	10
Lead from Housing	12

Sensitive Populations	
Asthma	63
Low Birth Weight	61
Cardiovascular Disease	82

Emilio Lozano

From: Germina Demers <germina.demers@yahoo.com>
Sent: Monday, June 10, 2024 3:59 PM
To: Monique Alaniz-Flejter
Subject: Speaker Request - Planning Commission Mtg June 13

Warning: This email originated from outside the City of Hemet. Think before you click!

Hello Monique,

Becki Grass will be representing the residents at “The Lakes at Hemet West" at the Planning Commission meeting this Thursday a 6 pm. She will be giving a brief statement. If you could please make sure she has the opportunity to speak that would be greatly appreciated.

Would you know what time she would be able to give her statement?

Germina Demers

Ms. Flejter

I'm writing you today, bringing to your attention a very different aspect for your thankless endeavor: The, Hemet Logistics West Project. I suspect going through your mind is a retort. "Not another One" Afraid so, but hopefully informative different.

The project is a loaded question. Hemet needs commerce, jobs, and revenue that goes with out saying. But the question is; "At what cost" Hemet is a bedroom retirement community with modern homes for the folks fleeing the LA rat race. This is great, for to that end it has basically accomplished.

Now we have this quandary. A company wants to build a warehouse, manufacturing complex. With their PR in full accelerated mode.

I have compiled a research portfolio that I believe might shed some light that may not have been researched in depth.

Please keep an open mind is all I ask.

Sincerely
James Taylor
818-456-7257

Hemet West Wearhouse Effected Zones

Zone #O Wearhouse Boundary Line

Proposed 8 to 10-foot-high barrier wall (per their information) with its footing projected to be only 147 feet to; The Lakes at Hemet West property line. Within that line, it encompasses 900 to 1000 Senior individually owned mobile homes. Many with medical challenges.

(Breathing Diseases Listing Included under separate cover.

Zone #1 Projected high contaminated air quality from diesel trucks.

Estimated pollutants during construction alone. (primary phase) Projected, 2400 diesel truck will be required to remove the existing soil to accommodate the required flooring square footing. Heavy earth moving equipment will be in operation. asseverating more pollutants directly into Zones 1, 2&3.

Zone #2

Due to the prevailing winds, degradation of the surrounding air is destined to increase the breathing diseases. Without question, those previously effected would suffer in severity. Catastrophic effected would be the family's living in Zone 2, 147 feet to the warehouse area!

Zone#3

Is a clone to the degradation of zone #2, the operation of trucks, with the operation of the tenets within building 1. Quality of life suffers. The Lakes at Hemet is an over 55 community. There is excessive noise, odors, and possible vibration due to heavy loaded trucks embarking at all hours.

Zone #4

Here lives the bulk of the residences. While being an estimated 2000+ yards from that 147-foot lot line you cannot stop the breathing air as it surrounds us. The Lakes at Hemet West is the 3rd largest community in Calif housing between 900 – 1000 homes
Also take in mind the residences of Royal Holiday mobile home park. It is an over 55 community with those having medical challenges also.

I also wish to point out Cawston Ave. By their admission, trucks will use that roadway. My question is what will we do with the kids going to school? Trucks and kids are a bad combination.

Hemets congestion is becoming second to LA, do you want more? Remember there are 2 over 55 communities within a mile of the Cawston intersection. Senior Citizens are not that attentive to moving traffic, maybe an increase of sudden collision customization?

Ask yourself, is this scenario what we want or a vibrant area which meets the public's needs? Hemet is not Perris or LA/SD or SFO. The construction where it is projected to be located is a bad idea.

Now you have the opportunity, to right now, to make Hemet a community where people want to come and live. Not a heavy industrial mess.

BREATHING DESEASES

Asthma

Dyspnea

Pneumonia

Emphysema

Pleurisy

Sinusitis

Allergies

COPD

Mesothelioma

THE LAKES at Hemet West

The Lakes at Hemet West
5001 Florida Ave, Hemet, CA
(951) 925-2575
thelakesathemetwest.com

- Gazebo
- Relaxation Trail
- Pickleball Courts
- Picnic Areas
- Bocce Courts
- Catch and Release Fishing
- Turtle Habitat
- Horseshoe Hill
- Granite Mountain and Waterfalls
- Lake Fountain
- Tee Boxes

1. Clubhouse and Community Management Office
2. Ceramics Room
3. Shuffleboard Courts
4. Laundry Room
5. Thrive Homes Sales Office
6. Swimming Pool and Spa
7. Parking Lot
8. HorseShoe Pits
9. Dog Park
10. Golf Driving Range
11. Grill Area
12. Chipping Green
13. Putting Green
14. RVs and RV Storage
15. Community Garden
16. Gate and Guard Station

N W E

from Florida Ave.

Zone 4 Zone 3 Zone 2 Zone 1

North Rd. · Winter Rd. · Spring Rd. · Summer Dr. · South Rd. · Dorada Rd. · Spyglass Rd. · Horseshoe Ln. · Carefree Rd. · Autumn Dr. · Leisure Dr. · Dunes Dr. · Pebble Dr. · Shore Rd. · Midway Dr. · Cypress Rd. · Pinehurst Dr. · Bookline Rd. · Augusta Rd. · Oakmont Rd. · Hayes St. · West Rd. · East Rd.

Looking Glass Lake · Bridge Lake · Reflection Lake · Granite Mountain · Carefree Lake

Maintenance Area

Maintenance Storage

SUMMATION

I hope you might be a bit informed as to the project's placement.
Why 147 feet may seem of some length it is not. The home owners of Hemet west who have homes butting to the lot line are in peril. Many have various health challenges with monetary limitations that preclude moving out of harm's way. With that said; their "Quality of Life" is in dire peril, along with the 198 homes in the Royal Holiday community.

With a completed warehouse project, the major work force will be itinerate comprising of low wage help. With that alone, can Hemet sustain that pending influx of unskilled workers. I think not.

Hemet is oriented to an over 55age retirement community. It is with this thought in mind, it finds its strength. To tap its strength, change MUST come about! That required change cannot come by mammoth warehouses built on top of its people.

To see the possibilities, look at these rebuilt city's. Santee, Poway, the old EL Toro Air Station, Buellton, Look also at Virginia City, Nevada. These cities were dying, but Ideas came forth, not industrial monstrosities.

This projected project needs to be MOVED from the HARM it will cause. Why not fracture its size a bit then place it within the industrial area at Sanderson/Stetson. It makes more sense as there is the required understructure available. Power, Sewer, wider streets, even with a thought of rejuvenating the railroad.

Actually, it would be Cost Effective when you crunch the numbers.!

Sincerely
James Taylor
818-456-7257

California Environmental Quality Act

SCOPING MEETING COMMENT CARD

The Hemet Logistics West Project

The City of Hemet Invites Your Comments on Environmental Issues.

A Notice of Preparation (NOP) pursuant to the California Environmental Quality Act (CEQA) has been released for a 44-day comment period, from **Wednesday, May 29, 2024, through Friday, July 12, 2024**. The purpose of the NOP and this Scoping Meeting is to solicit input from individuals, organizations, and public agencies on environmental issues that should be addressed in the Environmental Impact Report (EIR) being prepared for the proposed industrial project.

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- Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services and Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Project Alternatives

Please use the space below to record your comments related to environmental issues of concern relevant to the proposed project, adding additional sheets if necessary. **Comments should be submitted in writing by 5 p.m. on Friday, July 12, 2024, to**:

Monique Alaniz-Flejter, Community Development Director

City of Hemet Planning Department

445 East Florida Avenue

Hemet, CA 92543

Email: MFlejter@hemetca.gov

Name: Joseph Hennessy

Address: 5001 W. Florida Ave Spc 160 Hemet

Email: joeandmargehennessy@gmail.com

I have several concerns concerning the Logistics Warehouse project in West Hemet. The area under consideration is right up against homes. Hemet West Senior Mobile Home park is a Senior Citizen community where my wife and I live. There are over 1,000

other seniors who would have to tolerate the noise and Diesel smoke if this development is permitted.

I believe there is room for other Locations for this project without pressing these buildings up Against existing homes, especially a park for Senior Citizens.

Joseph Hennessy
Thanks in advance for
your consideration.



Joe Hennessy
5001 W. Florida Ave. SPC 160
Hemet, CA 92545

SN BERNARDINO CA 923
20 JUN 2024 PM 4 L

Monique Alaniz-Fletter
Community Development Director
City of Hemet Planning Dept.
445 E. Florida Ave
Hemet, CA 92543

RECEIVED
JUN 25 2024
COMMUNITY DEVELOPMENT DEPARTMENT

92543-426599

California Environmental Quality Act

SCOPING MEETING COMMENT CARD

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Monique Alaniz-Flejter, Community Development Director

City of Hemet Planning Department

445 East Florida Avenue

Hemet, CA 92543

Email: MFlejter@hemetca.gov

Name: Judy Rice

Address: 530 West Devonshire Sp 39
Hemet CA 92543

Email: mfyfu@aol.com

to what degree earthquake standards are this being met? being built?

From: Monique Alaniz-Flejter
To: vichow@verizon.net
Subject: RE: Hemet West Logistics Project
Date: Friday, June 14, 2024 1:35:00 PM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png

Good afternoon Ms. Howard,

Your correspondence has been received.

Thank you.

www.hemetca.gov

Monique Alaniz-Flejter, AICP | *Community Development Director*

City of Hemet | *Community Development Department*
445 E. Florida Avenue | Hemet, CA 92543

Office: (951) 765-2370

From: vichow@verizon.net <vichow@verizon.net>
Sent: Friday, June 14, 2024 10:11 AM
To: Monique Alaniz-Flejter <MFlejter@hemetca.gov>
Subject: Hemet West Logistics Project

Warning: This email originated from outside the City of Hemet. Think before you click!

As a resident of The Lakes at Hemet West I would like to see the EIR consider plans to mitigate the influx of rodents, both during construction and after the buildings are occupied. Rodents, including Rats, mice, ground squirrels all carry diseases and bring additional fleas, etc. with them. We, the elderly, are often more prone to pass away from the diseases that it is possible to get and it is often more difficult for us to deal with the capture of any rodents who decide to take residence in or under our homes.

One additional item I would to understand the the potential increase in ambient air temperature due to such a large area covered by blacktop and buildings.

I have previously mailed a letter stating some of my concerns but the above were not mentioned in my original letter. Thank you for your consideration.
Karen Howard
5001 W Florida Ave. #737
Hemet, CA 92545

RECEIVED

JUN 10 2024

COMMUNITY DEVELOPMENT
DEPARTMENT

June 6, 2024

Monique Alaniz-Flejter, Community Development Director
City of Hemet Planning Department
445 East Florida Avenue

Hemet, Ca92543

I am a resident at The Lakes at Hemet West and would like to state my objection to the proposed project Hemet Logistics West. The project is proposed to operate up to 24 hours a day 147 feet from the property line of mobile homes occupied by senior citizens. Senior citizens often deal with major respiratory problems as well as the many illnesses older people are more likely to have. To deal with the major air and noise pollution after completion will be a physical and mental handicap for many individuals. Additionally, although construction is for a "limited time" that limited time will be a substantial period in the final months and years of many residents. Unfortunately selling our homes and moving to another senior community that offers housing to seniors with limited incomes is not an option. Housing is expensive, moving difficult and in California there are virtually no new affordable mobile home communities being constructed.

An additional objection I have is that Hemet does not have any quick, easy freeway access. All trucks entering and exiting the warehouses will drive on our already crowded city streets, creating traffic hazards and additional wear and tear on the roads.

The residents at The Lakes at Hemet West have worked hard for many years to support our fire department, police department and actively push for and vote for a tax increase to pay for the necessary services. I respectfully request your consideration of my objection.

Sincerely

Karen Howard

5001 W. Florida Avenue, sp 737

Hemet, CA 92545

(951) 766-8131

Karen Howard
5001 W Florida Ave Spc 737
Hemet, CA 92545

SN BERNARDINO CA 923

6 JUN 2024 PM 6 L



Community Development Director
City of Hemet Planning Dept
445 E. Florida Ave
Hemet, Ca 92545

RECEIVED
JUN 10 2024
COMMUNITY DEVELOPMENT DEPARTMENT

92543-426593

California Environmental Quality Act

SCOPING MEETING COMMENT CARD

The Hemet Logistics West Project

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- Utilities and Service Systems
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Please use the space below to record your comments related to environmental issues of concern relevant to the proposed project, adding additional sheets if necessary. **Comments should be submitted in writing by 5 p.m. on Friday, July 12, 2024, to**:

Monique Alaniz-Flejter, Community Development Director

City of Hemet Planning Department

445 East Florida Avenue

Hemet, CA 92543

Email: MFlejter@hemetca.gov

Name: KATHY SCHMITT

Address: 27750 CORNELL
HEMET, CA 92544

Email: kds5@verizon.net

These warehouses are inappropriate in the areas planned. It is several miles to any major highway or freeway. The streets used as access and egress are already impacted and are not meant to handle the heavy diesel truck traffic. Being surrounded by mountains, this valley is in a bowl and holds pollution, depending on winds to clear. Our roadways and our lungs cannot withstand the impact.

Other communities like ours wisely turned down these projects. A few low paying jobs are not worth the negative, permanent destruction of our infrastructure, air quality, and what brought people to our area.



Mrs. Kathy Schmitt
27750 Cornell St
Hemet, CA 92544

SN BERNARDINO CA 923
21 JUN 2024 PM 7 L

Monique Alaniz - Flejter
Community Development Director
City of Hemet Planning Dept.
445 E. Florida ave.
Hemet, CA 92543

RECEIVED
JUN 25 2024
COMMUNITY DEVELOPMENT DEPARTMENT

92543-426599

California Environmental Quality Act

SCOPING MEETING COMMENT CARD

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Monique Alaniz-Flejter, Community Development Director

City of Hemet Planning Department

445 East Florida Avenue

Hemet, CA 92543

Email: MFlejter@hemetca.gov

Name: Kim Watson

Address: 1104 Hornbeam Ct
Hemet, CA 92545

Email: wtmk78@aol.com

My biggest concern about this, and all proposed warehouses in Hemet, is that our infrastructure and roadways are not designed to accomodate all the trucks and extra car traffic they will bring.

We are a small rural community, off the beaten path. We are miles away from freeways. Many of us retired here for that very reason. We already have major congestion from commuters cutting down the 79 to avoid the freeways. There are huge backups south from Gilman Hwy 60. Road exit to the Ramona Expressway every afternoon. Our city streets and intersections are always packed. The extra traffic, smog, & long waits will deteriorate our peaceful way of life.

As the warehouses move in, our farmers will be moving out. I can't imagine the noise and pollution is healthful for the dairy cows and horses of our community any more than it is for the people.

Our planners should think of the community at large. We are a town of senior citizens 1st and families 2nd. We need a safe community and any new businesses coming into town should serve that community. Logistics is not the right fit for Hemet.

Michael Watson
am Ct.
2545-7833

SN BERNARDINO CA 923

17 JUN 2024 PM 6 L





Community Development Director
City of Hemet & Planning Dept.
445 East Florida Ave.
Hemet, Ca. 92543

92543-420945

SPR22-017

California Environmental Quality Act

SCOPING MEETING COMMENT CARD

The Hemet Logistics West Project

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Monique Alaniz-Flejter, Community Development Director

City of Hemet Planning Department

445 East Florida Avenue

Hemet, CA 92543

Email: MFlejter@hemetca.gov

Name: Margaret Hennessy

Address: 5001 W. Florida ave

Space 160 Hemet CA. 92545

Email: joeandmargehennessy@Gmail.com

The Logistic Warehouse project would be devastating to our Community of Seniors & Veterans

Logistics want to tear down 20

very large beautiful tree's, which grow right along our east fence

Logistics will turn this into a ~~paved~~ paved parking for 210 Trucker Trailer Trucks & slips & Warehouses

Hemet will be polluted with diesel fumes & noise and horandous Traffic problems

Lets keep our environment clean & our community safe

Please don't let this happen To us.

I really love my home and Hemet West

Sincerely

Margaret Hennessy

June 4 2024

RECEIVED
JUN 10 2024
COMMUNITY DEVELOPMENT DEPARTMENT

To Monique Alaniz-Fleyter
Community Development Director,

I am writing with great concern regarding project APN 456-010-025

This would be devastating to our community

All the residents in Hemet West Park are senior citizens & Veterans

The Warehouses they want to build would be just feet away from our homes.

Noise 210 Tractor trailer trucks slips. Would be coming & going at all hours.

Would you want to sleep next to that?

Air pollution many of our seniors & Veterans have breathing problems and use Oxygen.

Traffic This is where we live & Shop All of necessaries are within a mile or two. Doctors, Vitals, groceries & drug store, ect.

Now we would have to navigate

around Tractor Trailers.

Please let the last years of our lives be free of Noise, Traffic & air pollution

Sincerely

Margaret Hennessy
5002 W Florida Ave
Space 160
Hemet CA 92545

Margaret Hennessy
5001 W Florida Ave. Spc. 160
Hemet, CA 92545-3821

SN BERNARDINO CA 923
5 JUN 2024 PM 6 L

Monique Alaniz-Flejer
Community Development Director
City of Hemet Community Development
Department
445 East Florida ave
Hemet, C.A. 92543

RECEIVED
JUN 10 2024
COMMUNITY DEVELOPMENT
DEPARTMENT

92543-426599

Emilio Lozano

From: Charlie Cisakowski
Sent: Tuesday, June 25, 2024 4:34 PM
To: Sam Kelley; Emilio Lozano
Subject: FW: Hemet Logistics West Project

Charlie Cisakowski
Charlie@epdsolutions.com
253.753.4928 | cell
3333 Michelson Drive | Suite 500 | Irvine, CA 92612
www.epdsolutions.com

E | P | D SOLUTIONS, INC
www.epdsolutions.com

From: Monique Alaniz-Flejter <MFlejter@hemetca.gov>
Sent: Tuesday, June 25, 2024 4:32 PM
To: Charlie Cisakowski <Charlie@epdsolutions.com>
Cc: Darryl Taylor <DTaylor@vcacode.com>
Subject: FW: Hemet Logistics West Project

[NON-EPD]
Additional correspondence received.

Thank you.

From: mmjcarver@roadrunner.com <mmjcarver@roadrunner.com>
Sent: Tuesday, June 25, 2024 10:53 AM
To: Monique Alaniz-Flejter <MFlejter@hemetca.gov>
Subject: Hemet Logistics West Project

Warning: This email originated from outside the City of Hemet. Think before you click!

Hello,

My name is Micheline Carver and I reside at1000 Corwin Place, Hemet, CA. I'm writing today to express my opposition to the Hemet Logistics West Project for the following reasons:

1. This project is right next to the Hemet West Mobile Home Park that has been part of our community for a number of years. This warehouse will create constant traffic congestion, noise, and pollution for these residents and anyone traveling west on Florida Avenue.
2. I shop at Winco and dealing with the truck traffic in and out of the warehouse will make shopping there more difficult, and possibly stop my shopping there all together.
3. The San Jacinto Valley is a basin, which means the mountains and hills will trap most of the air pollution created by the diesel tricks. This will affect all Valley residents.

4. This project is not located near a freeway like most warehouses. It will cause too much congestion and damage to Florida and Warren Roads--even if the developer initially improves these roads, it will be our taxes maintaining them.

5. There are already approximately 200 empty warehouses in the Inland Empire (LA Times article) now--why build more?

6. The jobs to be created by building the warehouses will be temporary; the truck drivers may not live here; and the warehouse worker wages are about the same as fast food workers--which isn't a completely livable wage. Plus, automation in the future will remove these jobs.

7. The current warehouse market is heading downward as seen by Amazon canceling several warehouse projects. So, we could end up with huge empty buildings wasting good land.

In conclusion, I oppose the Hemet Logistics West Project because it will create more long-lasting problems for the residents of the San Jacinto Valley than create healthful benefits.

Thank you.

June 24, 2024

Monique Alaniz-Flejter, Community Development Director

City of Hemet

Email: mflejter@hemetca.gov

Dear Ms. Alaniz-Flejter,

My name is Mike McCarthy and I am a member of a grassroots community group called Riverside Neighbors Opposing Warehouses (RNOW). RNOW is most opposed to a warehouse complex project adjacent to homes in Orangecrest and Mission Grove neighborhoods but are broadly concerned about the regional oversaturation of warehouses in the Inland Empire degrading our quality of life.

The Hemet West Logistics Project proposes to develop approximately 60 acres into a four warehouse complex comprising 1.1M SQ FT, directly adjacent to residential zoning to the north and west. There's a laundry list of concerns I would like addressed:

- conformance with the CA Office of Attorney General *Warehouse Projects: Best Practices and Mitigation Measures to Comply with CEQA* (2022)[1],
- the nonconformity with surrounding land-uses,
- the rezoning of an island of industrial zoning adjacent to a 55+ community and residential zoning to the north
- the variances for wall heights and parking requirements,
- aesthetics in the blocking of scenic vistas from adjacent homes,
- air pollution including criteria pollutants, cancer risk, and greenhouse gas emissions,
- noise from construction and 24-hr, 7-day-a-week, 365 days-a-year operation,
- VMT, especially the (1) VMT from freight drayage to the ports given the extreme distances and (2) the assumption that workers from Hemet will choose to work at this particular warehouse complex rather than the hundreds of other local warehouses in Western Riverside County competing for workers.
- jobs/population/housing impacts and justification for the claimed 976 jobs; use of the Connect SoCal 2024 plan rather than the incorrect and out-of-date Connect SoCal 2020 report
- transportation impacts to local streets

Of primary importance, there's less 150 feet of setback between these 42 to 55 feet tall industrial buildings that attract poisonous and noisy trucks that will circulate and be parked a few feet from residential homes. The proposed wall is not tall enough to block sound nor views of the trucks and trailers. It is a clearly incompatible land-use adjacent to the single-family residential zoning to the north and west of the project parcel and there are no adjacent industrial zones that would justify changing the zoning to an industrial zone; the manufacturing to the east is a low-impact and green solar farm. The project will allow 24-7-365 operations, with the beeping of backing-up and idling trucks allowed at any

[1] https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf

hour of the day. This is not consistent with warehouse best practices, proper zoning, or the existing general plan.

Additionally, I'd like to request that the project specifically address cumulative impacts by examining the Warehouse CITY tool[2] to get estimates of local warehouse projects along Western Riverside County, especially in the 215/60 corridor. I built this tool to assess cumulative impacts. In the last 5 years, there have been at least 185 warehouses totaling about 70M sq.ft built in Western Riverside County. In the cities of Moreno Valley, Riverside, Perris, Beaumont, San Jacinto and unincorporated communities of Nuevo, Mead Valley, and March JPA there are 50 approved warehouse projects that will add another 100M SQ FT and 35 under CEQA review that would add yet another 108 M SQ FT as shown in **Figure 1**.

There's an absolute tsunami of warehouses being built, approved, or under CEQA review in the region right now – enough to double the existing footprint of warehouses. This will add an enormous number of trucks and traffic to roads, degrade regional air quality, and inextricably link the economy to a sector with low-paying jobs with limited benefits and associated largely with temporary workers – likely to be replaced entirely by automated 'dark warehouses' in the future. Please include a regional assessment of these issues that includes at least a 15 mile radius around the project to adequately address these regional problems from a cumulative impact assessment. Also, please justify the enormous 15 jobs/acre estimate for this project, which is about 2 times higher than the current value of 8 warehouse jobs/acre for warehouses based on current jobs in warehousing, wholesale trade, and current square footage for the Riverside San Bernardino metro area.

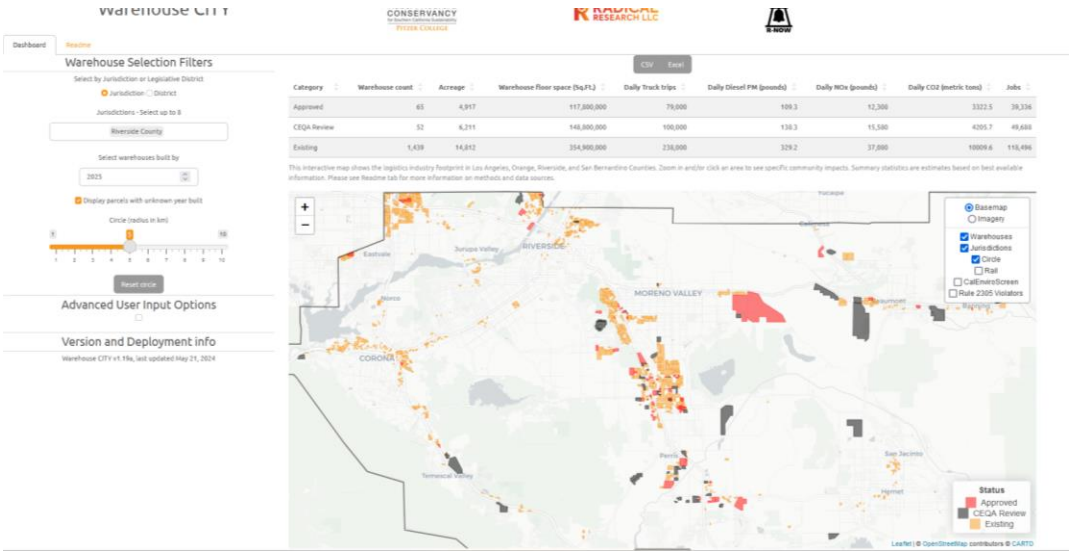


Figure 1. Map of warehouses along the 215/60 corridor and future mid-County Expressway in the Cities of Riverside, Perris, Moreno Valley, Beaumont, and San Jacinto, and unincorporated communities of Mead Valley, Nuevo, and March JPA. The Project will be updated in v1.20, along with multiple other warehouse complexes proposed in the last two months since the v1.19 update.

A spreadsheet attachment accompanies this comment letter that provides project names and APN identifiers for the projects I would consider important to assess in a proper cumulative impact analysis, as well as a worksheet with all planned and under CEQA review projects for Riverside County.

I'd also like to request that the traffic impact analysis identify the rationale for a regional/national distribution center in Hemet – given its poor access to freight corridors such as the 215 and 60 and the greater than 100 mile distance to the Ports of Los Angeles and Long Beach for drayage for freight with a primary route along SR 74.

Lastly, this project is sponsored by an out-of-town applicant with no vested interest in the people of Hemet or the Inland Empire. It is yet another project looking to saddle residents with the negative impacts of warehouses while extracting profits from the region.

I respectfully request that this project address each of these issues in its EIR.

Thank you for your consideration of addressing inequities in obnoxious warehouse land-uses in our region.

Mike McCarthy, PhD

92508

From: Monique Alaniz-Flejter
To: Robert Snyder
Subject: RE: Hemet Logistics West - NOP Comments
Date: Monday, June 10, 2024 7:48:00 AM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png

Good morning Mr. Snyder,

Your comments have been received. They will be forwarded to the applicant.

Thank you.

www.hemetca.gov

Monique Alaniz-Flejter, AICP | *Community Development Director*

City of Hemet | *Community Development Department*
445 E. Florida Avenue | Hemet, CA 92543

Office: (951) 765-2370

From: Robert Snyder <bojangles42@gmail.com>
Sent: Friday, June 7, 2024 6:02 PM
To: Monique Alaniz-Flejter <MFlejter@hemetca.gov>
Subject: Hemet Logistics West - NOP Comments

Warning: This email originated from outside the City of Hemet. Think before you click!

To whom it may concern,

We received a letter informing us of Public Scoping Meeting about the proposed warehouse on Acacia. We live on Pebble street two houses away from East Street which is the boundary to the new development.

My wife and I moved into The Lakes at Hemet West two years ago. The park is fairly quiet, particularly at night, with a minimum of light pollution. The park has been very safe with a minimal amount of serious crime for quite a while. There are large open areas around the community on 3 sides. The fourth side borders the car park. We love this community for so many reasons besides those mentioned above.

The proposed development is very concerning to us. First your letter mentioned 24 hour operations. This means semis coming and going, shouting on the loading and unloading platforms, drivers sleeping overnight in running trucks to keep warm, cool,

and to run electronics. This creates diesel fume pollution. We understand that a 10 foot fence will be built. That will create negative views for home owners, create new access for potential criminals that will keep them hidden, increase air, noise, and light pollution. It will negatively affect the values of the homes on that side of the park, probably the whole park. New buyers will know what is there, something current owners had no idea would happen. In addition, changing the zoning to allow this seems to completely ignore the impacts of the people living there now. A strip mall, offices, or stores would only be open for business hours. It would be cars and pickup trucks during business hours, not semis coming and going 24 hours a day. We are also concerned about the damage to roads and the amount of traffic the trucks will cause.

The residents in our park are 55 and older with most being a decade or more older than the minimum age. The Lakes offers a very reasonable cost for living there along with a full range of "resort " activities. Most residents are on a fixed income. The ability to move to a new location would cause financial, emotional, and physical stress on those residents who cannot stand all the negative changes to our location. Many of the residents have health issues that constant diesel exhaust will adversely affect. The 18 months of construction would cause massive noise and air pollution. Just look at the dust and dirt that blows off a field being plowed. Now that would billow into our community effectively keeping people inside, affecting the lakes, golf course, and pool.

It seems to us that there are other locations, away from housing, with better access. There is no need to be near an airport that is not a shipping hub and on top of a residential retirement community. The number of jobs created will be the same if the warehouses are built away from residential communities.

It appears the email in the for is not correct.

Sincerely,
Robert and Pamyla Snyder
5001 West Florida Ave #647
Hemet, CA 92545

From:	Roy
To:	Monique Alaniz-Flejter
Subject:	NOP RESPONCE HEMET LOGISTICS WEST
Date:	Tuesday, July 9, 2024 8:56:33 PM

Warning: This email originated from outside the City of Hemet. Think before you click!

ATTN:

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

The following are sections of Hemet's outdated General Plan including my 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.

3.7 NEIGHBORHOOD COMPATIBILITY Neighborhood compatibility refers to the proper balance that must be achieved when new development occurs in an existing neighborhood. The intent of the General Plan is to ensure that growth and modernization is done in a manner that recognizes and respects the unique features and characteristics of established neighborhoods and land uses, thereby ensuring continued enjoyment of the City's quality of life for all residents. 3.7.2 COMPATIBLE INFILL DEVELOPMENT As development and redevelopment activity continues to increase in the Planning Area, land use conflicts are more likely to occur. Land use conflicts affect existing neighborhoods or districts through traffic, parking, noise, and school enrollment rates. The General Plan and the zoning code establish building and development standards for every property in the City. If a property owner complies with these standards, they have an inherent right to use, develop, or redevelop land. The General Plan sets a foundation for the future vision of the city. This gives City staff the tools necessary to work with property owners and communicate the vision for a neighborhood at the outset of the development process. The General Plan advocates new development in the future growth area west of Hemet and infill development that is compatible, both physically and functionally, with its surroundings.

There is no way a Massive Warehouse project belongs next to a quiet, established 55+ retirement community.

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.

Sharing a property line is NOT a buffer. 147 feet from a loading dock is NOT a buffer.

California SB 375 (2008) SB 375 requires the California Air Resources Board (CARB) to set regional targets for years 2020 and 2035 to reduce greenhouse gas emissions from passenger vehicles. The targets apply to regions in the state covered by the 18 metropolitan planning organizations (MPOs)—SCAG is the MPO that represents the City of Hemet and other parts of western Riverside County. SB 375 provides emissions-reducing goals regions can plan for, integrates planning activities, and provides incentives for local governments and developers to follow new, conscientiously planned growth patterns. Reducing the number of vehicle miles traveled (VMT) is one strategy MPOs can employ to achieve these targets.

Adding a 24-hour warehouse operation will GREATLY increase greenhouse gas emissions.

4.4 ROADWAY CIRCULATION 4.4.1 MEASURING TRAFFIC FLOW Roadway networks must be regularly evaluated to ensure they are moving vehicles efficiently and maintaining adequate capacity to support future growth. Evaluating the ability of the circulation system to serve residents and businesses in Hemet requires establishing performance criteria. Performance criteria have a policy component that establishes a desired Level of Service (LOS), and a technical component that specifies how traffic forecast data can be used to measure criteria achievement. Within the Circulation Element, Volume-to-capacity (V/C) ratios are used to establish LOS categories describing the performance of roadways and access points throughout the community. Volume-to-Capacity Ratio This ratio (i.e., a ratio between traffic volume and theoretical capacity of the roadway) is used to measure the performance of roadway facilities. Volume is established either by a traffic count (in the case of current volumes) or by a forecast for a future point in time. Capacity refers to the vehicle carrying ability of a roadway at free-flow speed and is a critical component of roadway design. For example, a roadway that carries 16,000 vehicles per day, with the capacity to accommodate 20,000 vehicles per day at free-flow speed, has a V/C of 0.80. Level of Service LOS describes the efficiency and quality of traffic operations. LOS is a tool used to describe the operating characteristics of the street system in terms of the level of congestion or delay experienced by vehicles. Service levels range from A through F, with each level defined by a range of V/C ratios, as shown in Table 4.1. LOS A, B, and C are considered good operating conditions, with only minor delays being experienced by motorists. LOS D represents operating conditions where drivers occasionally have to wait through more than one signal cycle to proceed through the intersection. LOS E is considered a near-capacity condition, and LOS F represents an oversaturated condition with long delays. Level of Service Standards Various LOS policy standards have been established to evaluate observed traffic conditions, future development plans, and circulation system modifications. At the local level, the City of Hemet has established LOS D as the lowest acceptable LOS for peak-hour intersection movements and LOS C as the lowest acceptable LOS for roadway segment operations. The City has not adopted an LOS standard for unsignalized intersections. Performance of unsignalized intersections is evaluated on a case-by-case basis. At the regional planning level, Riverside County's congestion management plan (CMP) specifies LOS E as the operating standard for roadways and intersections on the CMP highway system. The City has also established additional thresholds for project impacts that go beyond acceptable operational LOS to address direct project impacts on roadway capacity. For purposes of compliance with the California Environmental Quality Act (CEQA), projects that increase V/C by .01 or more on

affected roadway segments at intersections already experiencing or projected to experience LOS E or F conditions are considered to create potentially significant impacts, and a traffic analysis report and mitigation measures are required. This requirement is designed to reduce the occurrence of both roadway congestion and underfunded improvements. The City accepts a Level of Service below “D” for roadways and intersections at Florida and Sanderson Avenues, and at Devonshire and Sanderson Avenues, where Level of Service is affected by delays at Florida and Sanderson Avenues. 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; however, Florida Avenue and Sanderson Avenue would still operate below Level of Service “D” with implementation of the General Plan. The primary reasons for exceeding level of service “D” in the vicinity of Florida Avenue and Sanderson Avenue include closely-spaced traffic signals along Florida Avenue, through-traffic slowed by left turns into commercial driveways on Florida Avenue, and a lack of available right-of-way to widen streets. Over the years, businesses have been built along Florida Avenue, limiting the possibility for roadway widening. Widening could only occur if those businesses are acquired through imminent domain and demolished. The City believes that the costs of imminent domain and demolition of existing business exceeds the benefits of slightly better capacity at these few select intersection

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.

The Sanderson and Florida Ave area is already categorized as a D. LOS D represents operating conditions where drivers occasionally have to wait through more than one signal cycle to proceed through the intersection. LOS E is considered a near-capacity condition, and LOS F represents an oversaturated condition. This project has parking for 200 semi tractor trailers not to mention the thousands of dump truck trips during the 14+ months of construction.

7.3.1 FEDERAL REGULATIONS Clean Air Act The Federal Clean Air Act forms the basis of the national air pollution control effort. Basic elements include national ambient air quality standards for major air pollutants, hazardous air pollutants standards, state attainment plans, motor vehicle emissions standards, stationary source emission standards and permits, acid rain control measures, stratospheric ozone protection, and enforcement provisions.

The number of pollutants forced into the air from the high amount of diesel engine use, including semi’s as well as construction, will provide a plethora of noxious fumes steadily drifting over the community’s property. The dangerous chemicals in the former farmlands soil will also be forced into the air and spread all over the community's property, which will put many of the community's elderly in danger.

Roy M. Fales

5001 W. Florida Ave Spc 605

Hemet, CA 92545

951 388-8142

RECEIVED

JUL 08 2024

COMMUNITY DEVELOPMENT
DEPARTMENT

July 4, 2024

ATTN:

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

TBD Construction Company for Project

Mayor Joe Males, City of Hemet

Jackie Peterson, Councilwoman, City of Hemet

Carole Kendrick, Councilwoman, City of Hemet

Linda Krupa, Councilwoman, City of Hemet

Malcolm Lilienthal, Councilman, City of Hemet

David.yung@loctek.us 212 Markham St. Perris, CA 92571

212 Markham LLC. 6475 Las Positas Rd. Livermore CA 94551

This letter is in response to the Notice of Preparation letter sent from the City of Hemet regarding the Hemet Logistics West warehouse project proposed to being built next to The Lakes at Hemet West 55+ Retirement Community. The purpose of this letter is to voice our objections to this project.

Recent news shows that Riverside Superior Court Judge Chad Firetag ruled that the General Plan filed by the City of Moreno Valley had violated environmental law when it approved "MoVal 2040 General Plan adopted June 2021. A lawsuit showed the City of Moreno Valley was deficient in almost every aspect of the plan regarding environmental issues. The city must reconsider any projects it approved under the General Plan. An attorney I spoke with said the very same issues occur in the January 2012 General Plan of the City of Hemet. The lawsuit filed against the City of Moreno Valley can easily be filed against the City of Hemet with a few minor changes to the original lawsuit. Many of these issues are listed below.

The initial finding of the Environmental study by CEQA Consultants stated that there were 67 significant environmental issues that were very detrimental in their nature, and you are considering having this project built.

They include air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous material, hydrology and water quality, land use and planning, noise, population and housing, public services, transportation, tribal cultural resources, utilities and service systems. 67 significant negative effects. Most of those named had more than 1 negative issue. 67 negative issues stated by the consultant, and they are considering building this.

A quote from Jeff Horseman, a reporter for the Press Enterprise said "There is no reason to put warehouses on every square ft of land in the County of Riverside when joblessness is going down and warehouse vacancy rates are going up. It makes no sense especially when it is destroying and disrupting neighborhoods."

The constant noise, airborne soil interruption and diesel exhaust will have a very negative effect on many infirmed residents in our community. The construction phase will take almost 1 and ½ years.

The next paragraph is directly from the Hemet noise ordinance 4.11-4:

Negative effects of noise exposure include physical damage to the human auditory system, interference, and disease. Exposure to noise may result in physical damage to the auditory system, which may lead to gradual or traumatic hearing loss. Gradual hearing loss is caused by sustained exposure to moderately high noise levels over a period of time; traumatic hearing loss is caused by sudden exposure to extremely high noise levels over a short period. Gradual and traumatic hearing loss both may result in permanent hearing damage. In addition, noise may interfere with or interrupt sleep, relaxation, recreation, and communication. Although most interference may be classified as annoying, the inability to hear a warning signal may be considered dangerous. Noise may also be a contributor to diseases associated with stress, such as hypertension, anxiety, tinnitus and heart disease. The degree to which noise contributes to such diseases depends on the frequency, bandwidth, the level of the noise, and the exposure time (Caltrans 2009).

Sec. 53-4. - Noise. No person shall willfully make or continue, or cause to be made or continued, any loud, unnecessary, and unusual noise which is greater than the level permissible for the applicable zone or which unreasonably disturbs the peace or quiet of any neighborhood or which would cause discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area. The word "unreasonably" as used

herein shall include but not be limited to, consideration of the hour, place, nature, and circumstances of any loud, unnecessary, and unusual noise. (Ord. No. 1687 § 2, 7-8-03)

This is set to be a 24-hour facility. The back-up alarm on the tractor trailers, forklifts and dump trucks is required to be a minimum of 87 dbs. There will be many diesel tractor trailers coming, loading, unloading and leaving at all times of the day and night. Keep in mind they have slated 210 parking spaces for tractor trailers. 210 The average tractor trailer carries about 40 pallets making forklift backup alarms a constant source of noise above the legal limits. This can cause serious changes to sleep patterns. According to the National Institute of Health disrupting sleep patterns in elderly people can be the cause of significant sleep medical disturbances. Loud noise can cause measurable biological changes in the form of stress response and can cause decreased wellbeing and cognitive performance among other issues. Keep in mind a lot of us sleep in the daytime also,

- **Diesel engines produce nitrogen oxides, sulfur dioxide, benzene, formaldehyde, aldehydes, ketones, sulfates, cyanides, phenols, metals, and ammonia**
- **Carbon dioxide, oxygen, and volatile organic compounds**
- **Carbon (soot) and hazardous chemicals called poly aromatic hydrocarbons (PAHs)**

According to Mt. Sinai Hospital, one of the leading hospitals in the country, these chemicals can damage lung tissue, lower the body's resistance to respiratory infection and worsen chronic lung diseases such as COPD, asthma, dyspepsia, sinusitis, pneumonia, emphysema, pleurisy, mesothelioma that many of our residents already suffer from. We cannot subject our residents to this type of airborne poison and continuous higher than allowed incessant noise 24 hours a day and 365 days a year.

The project will also be moving over 250k sq yards of soil on the property taking over approx. 200 days causing over 12000 dump truck trips and thousands of hours of heavy construction equipment digging the dirt and loading the dump trucks. Each load dumping large dangerous chemical particulates into the air. Wind will carry this dangerous mixture all over our park. The Santa Anna Winds flow primarily from east to west from October to March and many other westerly winds throughout the year. These dump trucks and tractor trailers will be overpowering the traffic in the area and further clogging Florida Ave and connected roads. Our roads are already bad enough. A large amount of soil with unknown contaminants will be released into the air. They

may include Lead arsenate, DDT, Dieldrin, Toxaphene, and Chlordane. Keep in mind this was farming property for many generations back when DDT and other outlawed chemicals were used extensively. Unfortunately, the very thing that made organochlorine pesticides like DDT effective for a long period of time also makes them hard to get rid of. Because chlorine binds strongly to other elements, the compounds are stable and do not break down easily. Organochlorines also bind to organic matter in soil, and to the fat cells of the organisms that consume it. When they eventually do degrade, they can break down into other toxic compounds. Lead arsenate, meanwhile, is composed of lead and arsenic. Neither breaks down over time. They also bind to organic matter in the soil and don't dissolve readily in water, so rain can't easily wash them away. All of these chemicals can remain in the top 12 to 18 inches of the ground for decades — perhaps even hundreds of years People can be exposed to these toxic chemicals through the air, through breathing them in. Long-term, chronic exposure to various organochlorine pesticides is associated with damage to the central nervous system, liver, kidney and thyroid. The EPA classifies all as probable carcinogens; many are suspected endocrine disruptors, which mimic or block hormones that regulate metabolism and neurological can cause various ailments.

Long-term exposure to lead and arsenic may elevate the level of lead in the blood, which is associated with learning and behavioral problems. Ingesting arsenic can cause bladder, lung, liver, prostate and kidney cancers.

California Penal Code 368C states: Abuse of elders and dependent adults:
Willfully cause or permit an elder or dependent adult to suffer or inflict unjustifiable physical pain or mental suffering upon the elder or dependent adult. Willfully cause or permit the elderly dependent adult to be placed in a situation that endangers his or her health.

If any of these laws or ordinances are broken, we will apply for a construction stop order.

We are currently working with a major law firm that specializes in nursing home class action lawsuits. When I first approached them, they said our issues were a little out of their "box". I explained to them that The Lakes at Hemet West 55+ community is just a

150-acre nursing home with over 1000 residents with all the same issues, ailments and legal protections of a regular nursing home. Many of the residents are house bound and cannot afford to move. I know of 3 stroke survivors and 2 others that have ailments that severely affect their mobility who live right on the boundary dividing their homes from the project. Their houses on East St. are 5 feet from where the project is being built. Most of us live on Social Security and cannot afford to move. I also explained we are also working with a nationally known environmental group that will be supplying us with 3 separate real-time sound monitoring devices that connect by Wi-Fi that connects to our home computers and streams to their server. This will give them a decibel count 24 hours a day with a date and time stamp of violating decibel ranges. They will also supply us with 2 cameras to be installed in my home to provide 24-hour monitoring of the entire building project with a running time stamp. This will aid in pinpointing the vehicles and construction equipment exceeding the decibel levels and any large amounts of black diesel exhaust being emitted from the vehicles. They will also be supplying us with specially treated pads that will be used to collect dangerous chemical particulates that are air born from the construction site. Once a week, certain areas throughout the park will be swabbed with the pads. The pads will be numbered and where they were collected and will be logged with the date and time. The pads will be sent to the environmental group to be analyzed. The combination of decibel monitoring, video and swabs will start 90 days before the expected start of the construction process to establish a before and after baseline. We are confident there will be hundreds of violations documented using this three-pronged approach.

I set up a 3-way call including the law firm, the environmental group and myself. Once the 45-minute call was completed, we agreed to move forward with the potential class action lawsuit. We expect close to 100% participation from the 1000 plus residents of The Lakes at Hemet West. The environmental group will forward synchronized data showing violations with video and decibel monitoring as well as the swab results monthly giving the law firm reasonable time to review to develop their case against the project. The law firm has assured us that the developer, the investors, the construction company, and any government employees and elected officials plus many others who signed off on this project will be included as defendants in the class action lawsuit. I will be the lead plaintiff.

There are a plethora of available properties in Riverside County that are less expensive, more suitable locations, and have better access to the highway system.

This type of project DOES NOT BELONG RIGHT NEXT DOOR TO A QUIET 55+ PLUS ELDERLY COMMUNITY.

The City of Hemet annexed this property after our park was built. As Hemet grew larger the traffic and the noise that comes with it increased greatly. Soon after the City of Hemet approved the building of the Auto Mall directly against our western property line. I live just less than one half mile from the western border of the park on the eastern border. I can hear the noise from the Auto Mall all day and into the night. The thinking of the City Council at the time was we already have the airport so what will some additional noise hurt. Now you want a very noisy and foul-smelling warehouse project built right up to our eastern border. We will completely be surrounded by noise.

Please picture yourself stuck in your home with all the loud noise, diesel fumes and dangerous particulates in the air 24 hours a day for the rest of your life. This is what this will do to our residents. Would you let this project be built next to your parents or grandparents? Please don't do this to these people.



Roy M. Fales

5001 West Florida Ave. SPC 605

The Lakes at Hemet West

Hemet, CA 92545

951 388-8142

21roymichael@gmail.com

From: Sally Lutgerding
To: Monique Alaniz-Flejter
Subject: Proposed Hemet Logistics West Project
Date: Thursday, June 13, 2024 3:25:32 PM

Warning: This email originated from outside the City of Hemet. Think before you click!

As a 24-year resident of peaceful and quiet Lakes at Hemet West, I am appalled at the proposed warehouses to be built literally right next door to me. I live four homesites from East Road. I have many concerns regarding how detrimental this project will be to my neighbors and myself.

First there is the matter of pollution with all the trucks and traffic that will be involved in the new project. Our air quality is horrible currently. I have asthma and COPD, and there are so many days every year now that are unhealthful for me to be outside. This will only increase the number of those days.

Second is the noise factor. Our community is so quiet now. My visitors all remark how quiet it is here. That is the beauty of living where I do. With perhaps 1000 employees coming and going daily, not to mention the trucks that will be entering and leaving the proposed property daily, our peace and quiet will be gone.

Third, the traffic. The streets of Hemet are overwhelmed currently with traffic. The road conditions in this town are horrible. Right now Acacia Avenue from Florida part way to Sanderson is nothing but potholes. Our streets are in horrible shape all through town now. This will only make all the streets more unsafe. Everywhere you go the streets are in horrible condition. (Devonshire, Menlo, Florida, Acacia, Kirby, to name a few). The streets cannot handle the traffic we currently have.

Fourth, the view. Right now I can see Mt. San Jacinto. The proposed 10 foot wall "screen" will be blocking my view. Also, the 55' limit on some of the buildings seems much higher than just a one story building.

Fifth, i see nothing but a decrease in my property value occurring if this goes through.

Sixth, I am concerned about the placement of an infiltration/detention basin very close to East Road. Will this make it more humid for our area, will it bring more mosquitoes, etc?

I have already signed a petition months ago opposing this project. Truly, I think having the homeless in this area is more desirable than the "proposed" Warehouses.

Also, I received your letter stating the time to respond has been extended until July 12, but yet the meeting is still going forward for June 13. This is a bit confusing to me.

With respect I am asking you to please consider all of my concerns (and my neighbors'). I am truly pleading with you to not let this project go through.

Thank you.

Sally Lutgerding
5001 W. Florida Ave., Space 524

Hemet, CA 92545
(951-306-5871)
sallyhemet@gmail.com



The LAKES at Hemet West:

cc: Hemet PLANNING Commission
meeting JUNE 13 6:00 PM

Re: WAREhouse Project ADJ.
the LAKES at Hemet West.

AS INFO., there is A grove of fully MATURE White CA. OAK TREES Located within the WAREhouse Project AREA.
AN individual PERMIT to cut is REQUIRED by the SACRAMENTO, CA White OAK Tree Assoc.

Planning Commission. Permits to cut A protected tree like the CA White OAK usually only Approved if tree trunk Less than 2-3 Ft.

The CA White OAK trees in this project area have a girth of at Least 10-12 Ft.

This info provided by concerned resident and taxpayer.

Respectfully,

SPC 178

SP22-017

Monique Alaniz-Flejter
Community Development Director
City of Hemet Planning Department
445 East Florida Ave
Hemet, CA 92543

RECEIVED
JUN 06 2024
COMMUNITY DEVELOPMENT DEPARTMENT

RE: Hemet Logistics West Project

Last year we were advised of this construction but then we were told it was cancelled. Well I see it's back on.

As a resident of The Lakes at Hemet West on Florida Ave. I have concerns about this development that Hemet is proposing to build warehouses east of our homes on Acacia Ave. This development would be right behind our homes and the noise, pollution, and general disturbance would be quite an impact on many of the residence.

As you know this is a senior mobile home park and many of the residence who live along the fence line where you are proposing the construction, are in very fragile health. I don't see any thing in your letters that take this into consideration what the building of this project and the general disturbance might do to them. I see nothing that indicates what intentions the city of Hemet will do to compensate the residence that will be disrupted by the construction of the warehouses or what compensation the residents will receive after the warehouses are up and running.

Therefore, what I am asking is that not only is the construction of these warehouses being considered but that the privacy, the concerns, the well being and safety of our residence is taken into consideration.

I propose that construction company and/or owners of the warehouses build a block wall at least 6 feet high between the warehouse property and the length of homes on East Rd of Hemet West. I further propose that because many of the residence have bedrooms in the back of their homes on the east side where the warehouses will be and the lights that will be surrounding the warehouses will disturb the residents at night, that the construction company and/or the owners of the warehouses provide for these residence some type of screening for all their rooms that are facing the warehouse area that will block out the lights. All this is to be provided at NO EXPENSE to the residence since they are not requesting the warehouse contruction.

As I stated many of these residence are in fragile health and this MUST be taken into consideration and any and all efforts must be done to help and protect the residence here. After all, this park has been here for many, many years and definitley long before

this warehouse proposal was considered.

While development and growth is benifical to any city, it cannot and should not be done at the expense and safety of the citizen who live here already. Especially the seniors.

Regards

Theresa Serventi

Theresa Serventi
Resident of The Lakes at Hemet West

Theresa Serventi
5001 W. Florida Ave., Spc. 706
Hemet, CA 92545

SN BERNARDINO CA 923
4 JUN 2024 PM 4 L



RECEIVED
JUN 06 2024
COMMUNITY DEVELOPMENT
DEPARTMENT

Monique Alaniz-fleyter
Community Development Director
City of Hemet Planning Dept
445 E. Florida Ave.
Hemet CA 92543

92543-426599

From: Jordan Walton
To: Monique Alaniz-Flejter
Subject: FW: Warehouse projects
Date: Friday, July 12, 2024 11:42:43 AM

Hello Monique,

Please see letter of opposition below.

Thank you,

www.hemetca.gov

Jordan Walton | Assistant Planner

City of Hemet | Community Development Department
445 E. Florida Avenue | Hemet, CA 92543

Office: (951) 765-2375 | Direct: (951) 765-2477

City Hall is open Monday – Friday, 7:30am – 5:30pm
My office hours are Tuesday – Friday, 7:00am – 5:30pm

-----Original Message-----
From: Terry Speer <terryspeer676@yahoo.com>
Sent: Sunday, July 7, 2024 6:25 AM
To: Planning Staff <planstaff@hemetca.gov>
Subject: Warehouse projects

Warning: This email originated from outside the City of Hemet. Think before you click!

PLEASE do the rightAnd don't approve these proposed warehouses in Hemet. Living at the Lakes At him at West was a conscious decision to live in a peaceful situation when I retired. I know there is better use for this land And some thing definitely more compatible for humans to live next to. All the information that I know,doesn't support a healthy lifestyle by any means.Please, save city! Terry ASpeer

Sent from my iPhone

From: Jordan Walton
To: Monique Alaniz-Flejter
Subject: FW: Warehouse project
Date: Thursday, July 11, 2024 12:54:35 PM

Monique,

Please see the letter of opposition below.

Thank you,

www.hemetca.gov

Jordan Walton | Assistant Planner

City of Hemet | Community Development Department
445 E. Florida Avenue | Hemet, CA 92543

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-----Original Message-----
From: Terry Speer <terryspeer676@yahoo.com>
Sent: Thursday, July 11, 2024 12:12 PM
To: Planning Staff <planstaff@hemetca.gov>
Subject: Warehouse project

Warning: This email originated from outside the City of Hemet. Think before you click!

I urge you to think about the lives that will be directly impacted by approving these warehouse projects! NotTo mention , the way Hemet is being developed ! We surely can use this precious land to enhance the quality of life!
Terry Speer

Sent from my iPhone

From: William Wright
To: Monique Alaniz-Flejter
Subject: Hemet Logistics West Project
Date: Friday, July 12, 2024 11:27:21 AM

Warning: This email originated from outside the City of Hemet. Think before you click!

Good morning,
I am a resident of Hemet West Mobilehome Park. I am writing to you to let you know I am FOR this project. I know it will bring much-needed jobs to our wonderful City of Hemet. I have attended all the meetings within our Park and the meeting at Hemet City Hall regarding this valuable project. I live on the side opposite (West Street), so I am not directly affected by the warehouse like the people on East; I am telling you this just for transparency.

As an interested party in favor, I am trying to stay abreast of the project progress. I just want to let you know that are many of us are in favor, of this warehouse.

Best Regards,
Bill Wright: bill.e.wright@hotmail.com

Get Outlook for iOS

California Environmental Quality Act

SCOPING MEETING COMMENT CARD

The Hemet Logistics West Project

The City of Hemet Invites Your Comments on Environmental Issues.

A Notice of Preparation (NOP) pursuant to the California Environmental Quality Act (CEQA) has been released for a 44-day comment period, from **Wednesday, May 29, 2024, through Friday, July 12, 2024**. The purpose of the NOP and this Scoping Meeting is to solicit input from individuals, organizations, and public agencies on environmental issues that should be addressed in the Environmental Impact Report (EIR) being prepared for the proposed industrial project.

The NOP identified the following potentially significant environmental issues to be addressed in the EIR:

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

Please use the space below to record your comments related to environmental issues of concern relevant to the proposed project, adding additional sheets if necessary. **Comments should be submitted in writing by 5 p.m. on Friday, July 12, 2024, to**:

Monique Alaniz-Flejter, Community Development Director

City of Hemet Planning Department

445 East Florida Avenue

Hemet, CA 92543

Email: MFlejter@hemetca.gov

Name: William Wright

Address: 5001 W. Florida Ave. SPC 165
Hemet, CA 92545

Email: bill.e.wright@hotmail.com

I have no concerns with this project. It will create much needed jobs.

California Environmental Quality Act

SCOPING MEETING COMMENT CARD

The Hemet Logistics West Project

The City of Hemet Invites Your Comments on Environmental Issues.

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Please use the space below to record your comments related to environmental issues of concern relevant to the proposed project, adding additional sheets if necessary. **Comments should be submitted in writing by 5 p.m. on Friday, July 12, 2024, to**:

Monique Alaniz-Flejter, Community Development Director

City of Hemet Planning Department

445 East Florida Avenue

Hemet, CA 92543

Email: MFlejter@hemetca.gov

Name: Barbara Wright

Address: 5001 W. Florida Ave #165
Hemet, CA 92545

Email: barbara.wright@hotmail.com

The short block of Cawston between Florida & Acacia is always backed up most all times of day. How will this be addressed?

Date: June 4, 2024

To: Monique Alaniz-Flejter

From: Germina Demers

Subject: Hemet Logistics West Project – Draft Environmental Impact Report

Hello Monique, I am a resident at The Lakes of Hemet West. I have reviewed parts of the Environmental Report, and I have some questions so that I can better understand project.

What should I do to get clarification on the project?

I plan on going to the Planning Meeting in the library on June 13th, however if I'm only allowed to speak for a certain amount of time, would all my questions be answered? And if that's the only way to get my answers would I need to submit something to speak?

In addition, I wanted to understand the steps involved for this project to be approved. For instance, after this report what are the next steps?

By the way, your email is incorrect on the letter.

I would greatly appreciate it if you could help and guide me during this process.

Thank you,

Germina Demers
Civil and Civics Director
The Lakes at Hemet West