

# City of Hemet

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## Initial Study Checklist

### BACKGROUND INFORMATION AND PROJECT DESCRIPTION:

**1. Project Case Number(s):**

Site Development Review No. 19-010, Conditional Use Permit 19-009, and Tentative Map 37779

**2. Project title:**

Stetson Corner

**3. Lead agency name and address:**

City of Hemet  
Planning Department  
445 E. Florida Avenue  
Hemet, CA 92543  
(951) 765-2375

**4. Documents Posted At:** <https://www.hemetca.gov/797/Environmental-Documents>

**5. Contact person and phone number:**

H. P. Kang  
(951) 765-2456  
[hkang@cityofhemet.org](mailto:hkang@cityofhemet.org)

**6. Project location:**

Southeast corner of Sanderson and Stetson Avenues, in the City of Hemet, California. The Project site is located within the San Jacinto Quadrangle inside Section 5 of Township 5 South, Range 1 West, San Bernardino base and meridian and is comprised of Tax Assessor parcel numbers (APNs) 460-150-014 and 460-150-015.

**7. Project sponsor's name and address:**

**Applicant**

Ralph W. Deppisch  
Sage Investco, LLC  
3837 Birch St. Newport Beach, CA 92660  
(949) 705-0426

**Owner**

McCrometer, Inc.  
3255 W. Stetson Avenue  
Hemet, CA 92545  
(951) 652-6881  
(909) 944-1032

**8. General plan designation:**

Business Park (BP)

**9. Zoning:**

Limited Manufacturing (M-1)

**10. Description of project. (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):**

The project proposes to relocate the existing McCrometer parking lot to the eastern currently vacant portion of the site, and to construct and operate commercial uses along the western portion of the site. The proposed commercial uses would include a 12-bay gas station with an approximately 3,062-square-foot convenience store (7-Eleven store), an approximately 2,840-square-foot drive-thru fast food restaurant, and an approximately 3,590 square-foot car wash with 20 self-serve vacuum stations under a 3,096-square-foot canopy. In addition, supporting landscaping and infrastructure improvements would be provided. See the Project Description below.

**11. Surrounding land uses and setting (Briefly describe the project's surroundings):**

The project site is surrounded by single-family residential land uses to the north, south, and east, and commercial land uses to the west.

**12. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):**

- Eastern Municipal Water District
- Riverside County Airport Land Use Commission
- Riverside County Flood Control and Water Conservation District
- California Department of Alcoholic Beverage Control
- 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

**13. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

The City will notify the tribes in accordance with Public Resources Code section 21074. Tribal consultation input will be considered throughout the environmental document preparation process.

## Project Description

The proposed 8.7-acre project site is located at 3255 and 3145 Stetson Avenue in the City of Hemet (City), California (Figure 1, Project Location). The Assessor's Parcel Numbers (APNs) are 460-15-0014 and 460-15-0015. Currently the site is partially developed and occupied by McCrometer Corp, which is an industrial use (Figure 2, Vicinity Map).

The project includes a Site Development Review, Conditional Use Permit, and a Tentative Parcel Map to subdivide the parcels to allow for the existing McCrometer Corp structures to remain, relocate the existing McCrometer parking lot to the eastern currently vacant portion of the site, and to construct and operate commercial uses along the western portion of the site (Figure 3, Site Plan). Each of these components of the project are described further below.

The proposed commercial uses would include a 12 bay gas station with an approximately 3,062-square-foot convenience store (7-Eleven store), an approximately 2,840-square-foot drive-thru fast food restaurant, and an approximately 3,590 square-foot car wash with 20 self-serve vacuum stations under a 3,096-square-foot canopy (Figure 3, Site Plan). The total commercial building area would be 12,228 square feet. The convenience store and gas station would operate 24 hours a day. The car wash would operate every day from 7 am to 7 pm, with hours extended to 9 pm during the summer. While the allowed building height is 60 feet, the project proposes structures that are approximately 28 feet tall. The architectural design is proposed to include visual interest features such as stone veneers, garden trellises, decorative eaves, and articulation. A total of 52 parking stalls would be provided for the proposed commercial uses.

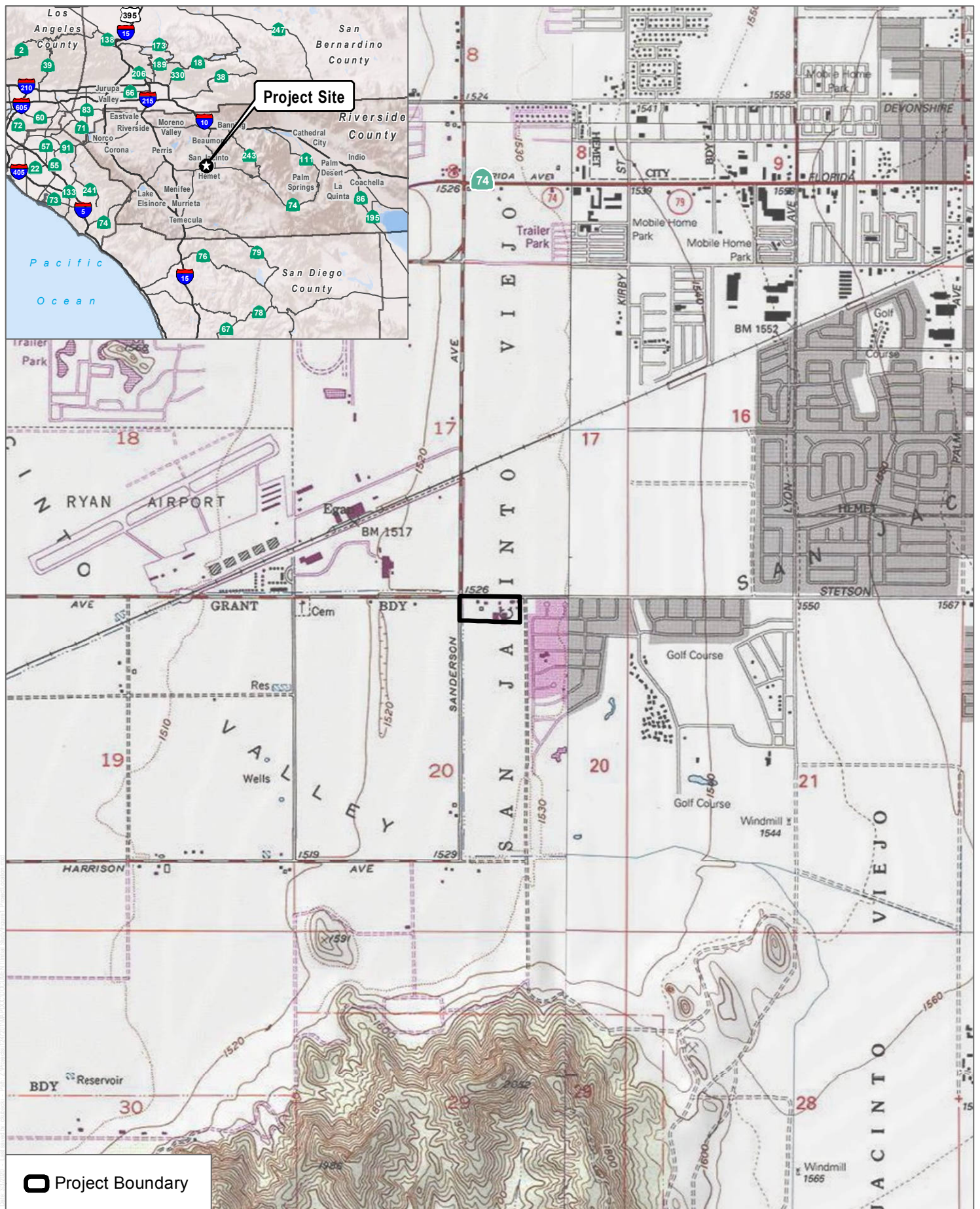
As indicated above, the existing McCrometer buildings and uses would remain as-is, and no changes to those uses or structures would be included in this project. The project would relocate their existing parking to the west side of the site. The replacement parking lot provided would include approximately 200 parking spaces. The project would provide driveway access near the existing driveway curb cut, and the driveway would include one in-bound lane separated by the two outbound lane by a median. The outbound lanes would consist of one right-turn lane and one left-turn lane.

The project would also include supporting infrastructure improvements. These improvements include on-site, sewer, water, storm drain, electrical, gas, and telecommunication improvements. Off-site connections to existing utilities within the immediate Stetson Avenue and Sanderson Avenue roadways are also proposed. The project would include roadway improvements to Sanderson Avenue near the Sanderson Avenue/Stetson Avenue intersection to allow for U-turns via the northbound left-turn lane. This roadway improvement to Sanderson Avenue would include a widening along the west side of the roadway to increase the roadway width near the intersection. The project would also add a 36-foot-wide driveway access on Sanderson Avenue and the existing driveway access to Stetson Avenue would be improved to 40 feet wide. A meandering sidewalk along Sanderson Avenue would also be provided consistent with the sidewalk on the western side.

Landscaping would be provided along the perimeter of the site, as well as within the parking medians and adjacent to proposed structures. Vines or other landscaping screening would be provided around trash enclosures. Bioretention features would be provided within landscaped areas pursuant to stormwater requirements. Signage would also be provided as a part of the project. This includes a multi-tenant monument sign along each frontage roadway as well as a single-tenant fuel price along each frontage roadway.

Construction of the proposed project would occur in one phase and is anticipated to last for 7 months, beginning in April 2021 and ending in October 2021. Construction activities would include demolition, site preparation (clearing and grubbing), grading, trenching, building construction, paving, and architectural coating. The total graded area would include 4.76 acres. It is anticipated that the proposed project would require 300 cubic yards (cy) of cut and 6,000 cy of fill.

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SOURCE: USGS 7.5-Minute Series Winchester and Hemet Quadrangles

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SOURCE: Bing Maps 2020

**DUDEK**

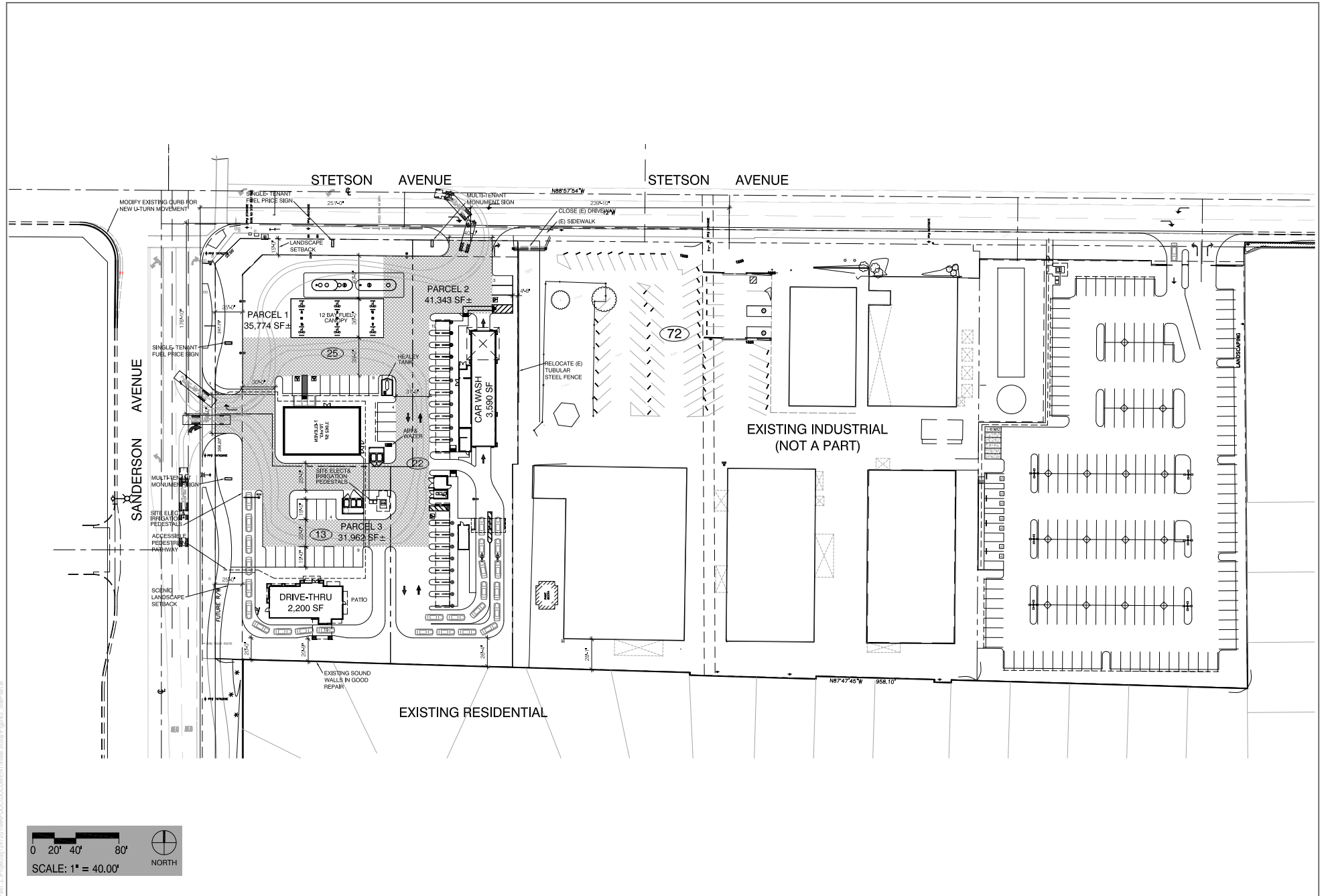


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Feet

**FIGURE 2**  
**Vicinity Map**  
Stetson Corner

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SOURCE: GK Pierce Architects 2019

**DUDEK**

**FIGURE 3**  
**Site Plan**  
Stetson Corner

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## 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.

- |   |  |  |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics                    | <input type="checkbox"/> Agriculture and Forestry Resources  | <input checked="" type="checkbox"/> Air Quality                        |
| <input checked="" type="checkbox"/> Biological Resources          | <input checked="" type="checkbox"/> Cultural Resources       | <input checked="" type="checkbox"/> Energy                             |
| <input checked="" type="checkbox"/> Geology and Soils             | <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards and Hazardous Materials    |
| <input type="checkbox"/> Hydrology and Water Quality              | <input type="checkbox"/> Land Use and Planning               | <input type="checkbox"/> Mineral Resources                             |
| <input checked="" type="checkbox"/> Noise                         | <input type="checkbox"/> Population and Housing              | <input checked="" type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Recreation                               | <input checked="" type="checkbox"/> Transportation           | <input checked="" type="checkbox"/> Tribal Cultural Resources          |
| <input checked="" type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Wildfire                            | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

**Determination (To be completed by the Lead Agency)**

On the basis of this initial evaluation:

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

Soledad Carrisoza  
Signature

3/23/20  
Date



## Evaluation of Environmental Impacts

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

## 3.1 Aesthetics

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS</b> – Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**a) Would the project have a substantial adverse effect on a scenic vista?**

Scenic vistas in Hemet include views of the San Jacinto Mountains, the San Bernardino National Forest and Mountains, and the San Gabriel Mountains, as well as views of the Domenigoni Mountains at Diamond Valley Lake, Santa Rosa Hills, Lakeview Mountains, Tres Cerritos Hills, Park Hill, Bautista Canyon, and Reinhardt Canyon. The City's General Plan includes goals, policies, and implementation programs which protect open space areas for recreation, conservation, and scenic enjoyment and would apply to the proposed project. Specifically, see General Plan Goal OS-2, Policy OS-2.2, and Implementation Program OS-P-10 below:

**Open Space and Conservation Element**

**Goal OS-2** Conserve open space areas and hillsides to provide for a balance of recreation, scenic enjoyment, development, and protection of natural resources and features.'

**Policy OS-2.2** **Resource Conservation.** Conserve view corridors and ridgelines, the San Jacinto River and Mountains, slopes, significant rock outcroppings, historic and landmark trees, and other important landforms and historic landscape features through the development review process.

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

## Community Design Element

**Goal CD-3**                      **Develop a streetscape system that provides cohesive design, enhances community image, incorporates green street concepts, and develops an attractive identity for the various City districts.**

**CD-3.10**                      **Scenic Highway Landscaping.** Require implementation of the scenic highway setbacks and landscaping pursuant to the Community Design Element and the City's adopted Scenic Highway Setback Manual.

**Goal CD-4**                      **Protect and preserve hillside areas as an important aesthetic and community resource.**

**CD-4.2 View Corridors.** New development should consider the preservation of significant view corridors of the surrounding hillsides in the design of new projects. Building heights along the Florida Avenue corridor (Gilbert Street to Buena Vista Street) shall be limited to a two story maximum height in order to maximize views toward Idyllwild and the San Jacinto Mountains. Stetson Avenue and Sanderson Avenue, which border the project site to the north and west respectively, are both designated Scenic Corridors in the Community Design Element of the City's General Plan. These locally designated Scenic Corridors provide views of the mountains in the distance both east and west along Stetson Avenue and north and south along Sanderson Avenue. As such, the City's General Plan contains landscaping requirements to maintain the scenic quality of these corridors.

The proposed project is located within a developed area and is surrounded by existing development including single-family residential to the north, east and south, commercial development to the west, and a vacant lot to the northwest. The project site itself does not contain any protected or designated scenic vistas or any unique visual features. Various large trees exist on the project site and adjacent to Stetson Avenue. However, the proposed project would be required to comply with City Municipal Code, Chapter 66, Article IV – Care and Maintenance of Street Trees. If trees on-site would need to be removed, removal of street trees is permitted through compliance with Section 66-95 of the Municipal Code, which outlines the appropriate process for inspection, maintenance, and removal of street trees. The proposed project would incorporate new landscaping as required by the Scenic Highway Setback Manual and City's General Plan. Trees would be planted along Sanderson Avenue and throughout the project site. All landscaping would comply with the City's Municipal Code and Landscape Design Guidelines.

The proposed project would also be required to comply with the landscaping requirements contained in the City's General Plan and Scenic Highway Setback Manual to maintain these designated Scenic Corridors (City of Hemet 2012a). A 25-foot-wide landscape setback is required for Sanderson Avenue, and the proposed project would provide this required landscape setback as shown on Figure 3. A 15-foot setback would be provided along Stetson Avenue. The Scenic Highway Setback Manual also contains specifications for the landscape palette, wall design, signage, and pavement required for the setback area (City of Hemet 1990). The proposed project has been designed based on these requirements and all landscaping and installations would comply with the City's Municipal Code and Landscape Design Guidelines.

Additionally, prior to the issuance of building permits, a preliminary development plan for the setback area would be required to be filed with the Planning Department. The plan would include the requirements of the Scenic Highway Setback Manual Standards and would require review by the City Staff Review Board prior to any work commencing. After approval by the City Staff Review Board, a final plan would be submitted to the City Engineer for review to ensure conformance with the plan approved by the City Staff Review Board, the criteria of the Scenic Highway Setback Manual, and all the City Codes (City of Hemet 1990). Approval by the City Engineer would also ensure the proposed project would not conflict with the

requirements of the Scenic Highway Setback Manual or City's General Plan. Therefore, the proposed project would not conflict with the Scenic Highway Setback Manual or City's General Plan with regard to protecting scenic vistas. Furthermore, development of the proposed gas station, drive-thru restaurant, and car wash would comply with the City's established Commercial Design Guidelines (City Council Resolution 3744) and would be consistent with the bulk and scale of the existing development in the vicinity, and specifically the commercial uses west of the project site across Sanderson Avenue. The proposed project would feature similar setbacks as required by the Scenic Highway Setback Manual and would be smaller than the height of existing development to the west. Buildings would be setback 55 feet from Stetson Avenue right-of-way and a minimum of 54 feet from Sanderson Avenue right-of-way. In addition, the proposed structures would be up to 28 feet tall, which would be well below the 60-foot height limit. The proposed Floor to Area (FAR) ratio would be less than the 0.60 limit. Thus, the project would be consistent with the applicable zoning codes regulating scenic quality. Ultimately the view corridor through the area of the mountains would be maintained with the implementation of the project.

Therefore, through compliance with the City's requirements for Scenic Corridors and Commercial Design Guidelines, the proposed project would not have a substantial adverse impact on a scenic vista and impacts would be **less than significant**.

**b) *Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?***

The project site is not located adjacent to, or in the vicinity of, a designated state scenic highway (Caltrans 2011). Therefore, the project would not substantially damage scenic resources including, but not limited to, trees rock outcroppings, and historic building within a state scenic highway.

As discussed under threshold (a) above, Stetson Avenue and Sanderson Avenue are both designated Scenic Corridors in the Community Design Element of the City's General Plan. As such, the proposed project would be required to comply with the landscaping requirements contained in the City's General Plan and Scenic Highway Setback Manual to maintain these designated Scenic Corridors. However, these locally designated scenic corridors are not state scenic highways. Therefore, **no impact** would occur.

**c) *In non-urbanized areas, would the project 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?***

CEQA Section 21071 defines an "urbanized area" as "(a) an incorporated city that meets either of the following criteria: (1) Has a population of at least 100,000 persons, or (2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons." As of July 1, 2018, the US Census Bureau estimated the population of the City of Hemet to be 85,275 persons (US Census Bureau 2018). While this is less than 100,000 persons, the City of Hemet is contiguous with the City of San Jacinto, which has an estimated population of 48,867 persons as of July 1, 2018 (US Census Bureau 2018). The combined estimated population of these two contiguous cities is would be 134,142 persons, which is well over the 100,000 persons threshold. Thus, the City of Hemet would be considered an urbanized area per CEQA.

The project site is currently located on two parcels both zoned as Limited Manufacturing (M-1) with a General Plan land use designation of Business Park (BP). The proposed project would subdivide these two parcels into five new parcels. All new parcels would maintain the existing zoning and General Plan land use designation. The proposed project would comply with the existing zoning and land use designation of project site. This includes those that control scenic quality.



As discussed under threshold (a) above, the proposed project would be required to comply with the landscaping requirements contained in the City's General Plan and Scenic Highway Setback Manual to maintain the locally designated Scenic Corridors, Stetson Avenue and Sanderson Avenue. The project has been designed to meet these requirements. As discussed under threshold (a) above, the development plan for the setback area would undergo review by both the City Staff Review Board and City Engineer to ensure compliance with the City's Scenic Highway Setback Manual. Upon approval by the City Staff Review Board and City Engineer, the proposed project would be in conformance and would not result in any conflicts with the Scenic Highway Setback Manual.

Further, the proposed project would comply with the City's established Commercial Design Guidelines (City Council Resolution 3744) and would be consistent with the bulk and scale of the existing development in the vicinity, and specifically the commercial uses west of the project site across Sanderson Avenue. Therefore, the proposed project would not conflict with applicable zoning or other regulations governing scenic quality. Impacts would be **less than significant**.

**d) *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

The proposed project would introduce new sources of lighting and potential glare to the project site. Although portions of the project site are currently and would continue to be occupied by McCometer Corp, new development would occur on vacant portions of the project site. The areas surrounding the project site contains existing development which exhibit sources of lighting typical of residential and commercial areas such as street and parking lot lighting and security lighting. The project would introduce new sources of lighting similar to these existing sources of lighting which surround the project site. Additionally, temporary lighting may occur during construction of the proposed project. New sources of lighting would be required to comply with the City's established Commercial Design Guidelines. Additionally, the proposed project would be designed to limit glare. New sources of temporary glare could also occur during construction of the proposed project. Lighting and glare impacts could be **potentially significant** and this topic will be further discussed and analyzed in the EIR.

## 3.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>II. AGRICULTURE AND FORESTRY RESOURCES</b> – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. 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 forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The project site is designated as Urban and Build-Up Land according to the Farmland Mapping and Monitoring Program (DOC 2017). Additionally, portions of the project site are currently developed and occupied by McCometer Corp. Therefore, the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to a non-agricultural use. **No impact** would occur.

**b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?**

The project site is currently zoned as Limited Manufacturing (M-1) which does not allow for agricultural uses. Additionally, there are no Williamson Act contracts on the project site and there are no agricultural uses within or around the project site. **No Impact** would occur.

**c) Would the project 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))?**

The project site is currently zoned as Limited Manufacturing (M-1) which does not allow for timberland production. Additionally, there are no forest lands on or in the vicinity of the project site. Therefore, **no impact** would occur.

**d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?**

As discussed under threshold (c) above, there are no forest lands on or in the vicinity of the project site. Therefore, the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. **No impact** would occur.

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

As discussed above, the project site is not located on or in the vicinity of agricultural uses or forest lands. The project site is not zoned for agriculture or timberland production and surrounding land uses include residential and commercial. The proposed project would include development of a convenience store, a drive-thru fast food restaurant, and a car wash. Therefore, the proposed project would not result in changes in the existing environment which, due to the location or nature, could result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. **No impact** would occur.

### 3.3 Air Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>III. AIR QUALITY</b> – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**a) *Would the project conflict with or obstruct implementation of the applicable air quality plan?***

The proposed project would involve construction and operation of a convenience store, a drive-thru fast food restaurant, and a car wash. The project would also relocate the existing parking lot, which would involve grading and paving currently undeveloped land. Construction and operation of the proposed project would result in emissions, and additional analysis is necessary to determine if the project would conflict with or obstruct implementation of the applicable air quality plan. Therefore, impacts could be **potentially significant** and this topic will be further discussed and analyzed in the EIR.

**b) *Would the project 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?***

The proposed project would involve construction and operation of a convenience store, a drive-thru fast food restaurant, and a car wash. Construction and operation of the proposed project would result in emissions, and additional analysis is necessary to determine if the project would result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment under an applicable federal or state ambient air quality standard. Therefore, impacts could be **potentially significant** and this topic will be further discussed and analyzed in the EIR.

**c) *Would the project expose sensitive receptors to substantial pollutant concentrations?***

The proposed project would involve construction and operation of a convenience store, a drive-thru fast food restaurant, and a car wash. Construction and operation of the proposed project would result in emissions, and additional analysis is necessary to determine if the project would expose sensitive receptors to substantial pollutant concentrations. Therefore, impacts could be **potentially significant** and this topic will be further discussed and analyzed in the EIR.

**d) *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?***

The proposed project would involve construction and operation of a convenience store, a drive-thru fast food restaurant, and a car wash. Construction and operation of the proposed project could result in other emissions (such as those leading to odors), and additional analysis is necessary to determine if the project would adversely affect a substantial number of people. Therefore, impacts could be **potentially significant** and this topic will be further discussed and analyzed in the EIR.



## 3.4 Biological Resources

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

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

Although the proposed project site is currently developed and occupied by McCrometer Corp, portions of the project site are vacant and undeveloped, and could contain candidate, sensitive, or special status species. Therefore, additional information is needed to determine if construction and operation of the proposed project could directly or through habitat modifications, result in impacts to species identified as 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. Therefore, impacts could be **potentially significant** and this topic will be further discussed and analyzed in the EIR.

- b) *Would the project 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 U.S. Fish and Wildlife Service?*

Although the proposed project site is currently developed and occupied by McCrometer Corp, portions of the project site are vacant and undeveloped, and additional information is needed to determine if it could contain a sensitive natural community. Therefore, construction and operation of the proposed project could have a substantial adverse effect on a sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. No drainages or riparian habitat exists on the site. Therefore, impacts could be **potentially significant** and this topic will be further discussed and analyzed in the EIR.

- c) *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

As indicated above, no drainages or riparian habitat exists on the site. **No impact** to protected wetlands would occur.

- d) *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Based on the existing development on-site and the surrounding conditions, the site's undeveloped area is isolated and does not serve as a migratory wildlife corridor or native wildlife nursery site. **No impact** would occur.

- e) *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Although the proposed project site is currently developed and occupied by McCrometer Corp, portions of the project site are vacant and undeveloped. Therefore, additional information is needed to determine if construction and operation of the proposed project could conflict with local policies or ordinances protecting biological resources, if biological resources are determined to be on the project site. Therefore, impacts could be **potentially significant** and this topic will be further discussed and analyzed in the EIR.

- f) *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

Although the proposed project site is currently developed and occupied by McCrometer Corp, portions of the project site are vacant and undeveloped. Therefore, additional information is needed to determine if construction and operation of the proposed project could conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, if protected habitat or species are determined to be on the project site. Therefore, impacts could be **potentially significant** and this topic will be further discussed and analyzed in the EIR.

## 3.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>V. CULTURAL RESOURCES – Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a) ***Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?***

The proposed project would involve the construction and operation of a parking lot, convenience store, drive-thru fast food restaurant, and gas station. The existing buildings on the site are not designated historic resources pursuant to CEQA Guidelines Section 15064.5. In addition, the project would not involve demolition or removal of those structures. Therefore, impacts would be **less than significant**.

- b) ***Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?***

The proposed project would involve the construction and operation of a parking lot, convenience store, drive-thru fast food restaurant, and gas station. Construction of the proposed project would result in ground disturbing activities and additional information is needed to determine if the proposed project could result in impacts to archaeological resources, if potentially present on-site. Therefore, impacts could be **potentially significant** and this topic will be further discussed and analyzed in the EIR.

- c) ***Would the project disturb any human remains, including those interred outside of dedicated cemeteries?***

The proposed project would involve the construction and operation of a parking lot, convenience store, drive-thru fast food restaurant, and gas station. Although it is unlikely that human remains exist within the project site due to the developed nature of the site and surroundings, construction of the proposed project would result in ground disturbing activities on vacant and undeveloped portions of the project site and additional information is needed to determine if the proposed project could result in impacts to human remains, if potentially present on-site. Therefore, impacts could be **potentially significant** and this topic will be further discussed and analyzed in the EIR.

## 3.6 Energy

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VI. Energy</b> – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a) *Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

The proposed project would involve the construction and operation of a parking lot, convenience store, drive-thru fast food restaurant, and gas station. Both construction and operation would result in the consumption of energy resources, and additional information is needed to determine if such energy usage would be wasteful, inefficient, or unnecessary. Therefore, impacts could be **potentially significant** and this topic will be further discussed and analyzed in the EIR.

- b) *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

The proposed project would involve the construction and operation of a parking lot, convenience store, drive-thru fast food restaurant, and gas station. Both construction and operation would result in the consumption of energy resources and additional information is needed to determine if such energy usage would conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, impacts could be **potentially significant** and this topic will be further discussed and analyzed in the EIR.

## 3.7 Geology and Soils

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VII. GEOLOGY AND SOILS</b> – Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
ii) Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**a) Would the project directly or indirectly cause 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.**

Geotechnical evaluations will be prepared for the proposed project and will be included in the EIR. The project site is not located within an Alquist-Priolo Earthquake Fault Zone. However, because the proposed project would be located in tectonically active southern California additional information is needed to determine if impacts would be **potentially significant**. This topic will be discussed and analyzed in the EIR.

**ii) Strong seismic ground shaking?**

Because the proposed project would be located in tectonically active southern California, the project would be required to comply with the California Building Code. Additional recommendations for seismic safety may also be required. As such, additional information is needed to determine if impacts are considered **potentially significant**. This topic will be discussed and analyzed in the EIR.

**iii) Seismic-related ground failure, including liquefaction?**

Because potential for seismic-related ground failure, including liquefaction are not know at this time, additional information is needed to determine if impacts are considered **potentially significant**. This topic will be discussed and analyzed in the EIR.

iv) **Landslides?**

The project site is relatively flat. However, because potential for landslides are not know at this time, additional information is needed to determine if impacts are considered **potentially significant**. This topic will be discussed and analyzed in the EIR.

b) **Would the project result in substantial soil erosion or the loss of topsoil?**

Because the potential for soil erosion or the loss of topsoil are unknown at this time, additional information is needed to determine if impacts are considered **potentially significant**. This topic will be discussed and analyzed in the EIR.

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

Because the project site could consist of unstable soils, additional information is needed to determine if impacts are considered **potentially significant**. This topic will be discussed and analyzed in the EIR.

d) **Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?**

Because the soils at project site are not know at this time, additional information is needed to determine if impacts are considered **potentially significant**. This topic will be discussed and analyzed in the EIR.

e) **Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?**

The proposed project does not include the use of septic tanks. **No impact** would occur.

f) **Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

Construction of the proposed project would result in ground disturbing activities on vacant and undeveloped portions of the project site which could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, if present on-site. Therefore, additional information is needed to determine if impacts could be **potentially significant** and this topic will be further discussed and analyzed in the EIR.

## 3.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VIII. GREENHOUSE GAS EMISSIONS</b> – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a) ***Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

The proposed project would involve the construction and operation of a parking lot, convenience store, drive-thru fast food restaurant, and gas station. Both construction and operation would generate greenhouse gas emissions, and additional information is needed to determine if the proposed project could either directly or indirectly have a significant impact on the environment. Therefore, impacts could be **potentially significant** and this topic will be further discussed and analyzed in the EIR.

- b) ***Would the project generate conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

The proposed project would involve the construction and operation of a convenience store, drive-thru fast food restaurant, and gas station. Both construction and operation would generate greenhouse gas emissions, additional information is needed to determine if the proposed project could conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of greenhouse gases. Therefore, impacts could be **potentially significant** and this topic will be further discussed and analyzed in the EIR.

### 3.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

The proposed project would involve the construction and operation of a convenience store, drive-thru fast food restaurant, and gas station. During operation, such uses would require the ongoing use, storage, and routine transport of hazardous materials consisting primarily of gasoline and diesel fuel. Common cleaning chemicals, pesticides, and fertilizers would also be used and stored on-site. Thus, additional information is needed to determine if the proposed project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, impacts could be **potentially significant** and this topic will be further discussed and analyzed in the EIR.

**b) *Would the project 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?***

The proposed project would involve the construction and operation of a convenience store, drive-thru fast food restaurant, and gas station. During operation, such uses would require the ongoing use, storage, and routine transport of hazardous materials consisting primarily of gasoline and diesel fuel. As such, additional information is needed to determine if the proposed project could result in 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. Therefore, impacts could be **potentially significant** and this topic will be further discussed and analyzed in the EIR.

**c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

As discussed above, the proposed project would involve the use and transport of hazardous materials. However, the closest schools to the project site are Harmony Elementary School and West Valley High School, both located approximately 0.5 miles southwest and south of the project site, respectively.

Additionally, there are no schools proposed within one-quarter mile of the project site. Therefore, the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. **No impact** would occur.

- d) ***Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***

It is currently unknown whether the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, additional information is needed to determine if impacts could be **potentially significant** and this topic will be further discussed and analyzed in the EIR.

- 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 or excessive noise for people residing or working in the project area?***

The project site is located approximately 0.8 miles east from the Hemet-Ryan Airport and is located within the Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP). Specifically, the proposed project is within Zone D, the Primary Traffic Patterns and Runway Buffer Area. Zone D restricts non-residential intensity to 300 people per average acre, and 1,200 people per single acre and also prohibits hazards to flights. The Airport Land Use Commission (ALUC) is required to review all projects within the Airport Influence Area where the City's General Plan is not consistent with the ALUCP, as is the case with the city of Hemet's General Plan. A letter dated November 13, 2017, from the Riverside County ALUC requests that the proposed project be submitted to the Riverside County ALUC. On March 1, 2018, an application was submitted to the Riverside County ALUC for review. The proposed project would be required to obtain a Federal Aviation Administration (FAA) no hazard determination letter in addition to several conditions identified by the ALUC. Upon compliance with such requirements, the proposed project would be consistent with the Hemet-Ryan ALUCP. However, the proposed project could result in a safety hazard or excessive noise for people working in the project area if these conditions are not met. Therefore, impacts could be **potentially significant** and this topic will be further discussed and analyzed in the EIR.

- f) ***Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

The City's Emergency Operations Plan describes the City's process for responding to emergencies and disasters. In addition, the City, along with most other jurisdictions in Riverside County, joined with the County of Riverside to submit a Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP) providing a framework for emergency response (County of Riverside 2018).

Access to the project site would be provided from both Sanderson Avenue and Stetson Avenue. These existing streets are within the City's established street system and the proposed project would include some right-of-way dedication on both Avenues. The proposed project would not alter the existing circulation pattern in the project area and emergency access and evacuation routes would be unaffected by the proposed project.

The proposed project would provide adequate access for emergency vehicles, including adequate street widths. Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and impacts would be **less than significant**.

- g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?**

According to the Public Safety Element of the City's General Plan 2030, the proposed project site is not within or adjacent to a wildland fire hazard severity zone. Therefore, the proposed project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. **No impact** would occur.

## 3.10 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>X. HYDROLOGY AND WATER QUALITY – Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on or off site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***

A preliminary drainage study and project specific water quality management plan were completed for the proposed project (Womer 2019a and 2019b). The proposed project is located in the Salt Creek Drainage Area, which is overseen by the Santa Ana Regional Water Quality Control Board (RWQCB). Salt Creek drains westerly through Canyon Lake into Lake Elsinore and eventually through the Santa Ana River to the Pacific Ocean via Temescal Canyon Creek (City of Hemet 2012b).

Pursuant to NPDES regulations, the City would require that the proposed project complies with existing Santa Ana and San Diego RWQCB and City stormwater controls, including compliance with NPDES construction and operation measures to prevent erosion, siltation, and transport of urban pollutants.

In addition, the City of Hemet is a Co-Permittee in and is required to comply with, the Riverside County municipal separate storm sewer system (MS4) permit (Waste Discharge Requirements for Riverside County - Order No. 2010-0033, NPDES No. CAS618033) adopted by the Regional Board on January 29, 2010. In conformance with this MS4 permit, and the Water Quality Management Plan (WQMP) the proposed project is required to implement structural and non-structural Best Management Practices (BMPs) to retain and treat pollutants of concern (in dry-weather runoff and first-flush stormwater runoff) consistent with the MEP standard, and minimize hydrologic conditions of concern (HCOCs), both during and post-construction (Womer 2019a and 2019b). Additionally, General Plan 2030 Policies CSI-4.3 and CSI-4.8 require the City to prevent pollutant discharge into drainage systems.

The proposed project would increase the intensity of uses and the amount of impervious surfaces on the project site. However, the proposed project would include bio-retention basins within the landscape setback areas along Sanderson Avenue and Stetson Avenue to promote infiltration. Bio-retention basins would also be designed to minimize irrigation and runoff. The parking lot on the east side of the project site would use an infiltration trench, as soil infiltration rates are higher. Stormwater quality management requirements are addressed in the Project Specific Preliminary Water Quality Management Plan (WQMP). The proposed project would be required to comply with all stormwater quality management requirements contained in the WQMP (Womer 2019a and 2019b).

Therefore, proposed project design and compliance with the WQMP and existing Federal, State, and local water quality laws and regulations related to water quality standards would ensure impacts would be **less than significant**.

**b) *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?***

The project site is located in the East Valley Service Area of the Eastern Municipal Water District. Within the East Valley Service Area, most of the water used comes from a system of 13 local wells located in the San Jacinto Groundwater Basin. These wells produce almost 20,000-acre-feet of water every year. This is also the primary source of the water that EMWD sells to the City of Hemet Water Department and Lake Hemet Municipal Water District. Other sources of water include water purchased from the Metropolitan Water District of Southern California (MWD) and water recycled from EMWD treatment facilities (City of Hemet 2012b). The site is located in the Hemet South Groundwater Management Zone.

Groundwater is the primary source of water within the EMWD East Valley Service Area, as described above. All runoff would infiltrate through landscape areas or be conveyed to an underground storage area and then into a storm chamber for storage and treatment. Water would infiltrate on-site rather than be conveyed off-site. The proposed project would be consistent with the General Plan land use designation; and thus,

water supplies would be available through the EMWD. The proposed project would change how the groundwater is recharged; however, overall recharge volumes would not change (Womer 2019a and 2019b). Thus, the proposed project would not directly interfere with groundwater recharge or substantially decrease groundwater supplies.

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

c) ***Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:***

i) ***result in substantial erosion or siltation on or off site;***

There are no natural drainages on the project site and the proposed project would not alter any existing drainage patterns. The proposed project would introduce new impervious surfaces to the project site; however, a preliminary drainage study and project specific WQMP have been prepared for the proposed project which summarize that the proposed project would manage stormwater drainage patterns on-site through bio-retention and infiltration trenches (Womer 2019a and 2019b). The implementation of BMPs required by the City and implemented through the proposed project's Water Quality Management Plans would eliminate potential erosion impacts. Therefore, impacts would be **less than significant**.

ii) ***substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;***

Once construction of the proposed project is complete, landscaped open areas and the on-site bio-retention basins, infiltration trenches and infrastructure would control storm flows and erosion from the proposed project. All runoff would infiltrate through landscape areas or be conveyed to an underground storage area and then into a storm chamber for storage and treatment. Water would infiltrate on-site rather than be conveyed off-site. The design and implementation of these facilities would be reviewed and approved by the City Engineer to assure compliance with all applicable local, State, and Federal standards.

Implementation of these and other applicable requirements would assure that drainage and stormwater would not create or contribute water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Further, as water would infiltrate on-site rather than be conveyed off-site, there would be no substantial increase in the rate or amount of surface runoff and impacts would be **less than significant**.

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***

Refer to response to threshold (c)(ii) above. Impacts related to runoff would be **less than significant**.

iv) ***impede or redirect flood flows?***

As described throughout this section, the proposed project would be required to comply with all applicable water quality standards. The proposed project would also manage stormwater drainage patterns on-site

through bio-retention and infiltration trenches. Additionally, the proposed project is not located within a FEMA mapped flood hazard area and is designated as an Area of Minimal Flood Hazard (FEMA 2020). Additionally, there is a drainage channel to the north of the project site, across Stetson Avenue. Implementation of the proposed project would not result in changes or improvements within this existing channel that could impede or redirect flood flows. Therefore, the proposed project would not impede or redirect flood flows and **no impact** would occur.

**d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?**

The project site is not located within a FEMA mapped flood hazard area and is designated as an Area of Minimal Flood Hazard (FEMA 2020). The project site is located approximately 45 miles east of the Pacific Ocean and 2 miles north of the closest standing body of water, Diamond Valley Lake. Therefore, the proposed project would not risk release of pollutants due to project inundation from flood hazard, tsunami, or seiche zones. **No impact** would occur.

**e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**

As discussed throughout this section, the proposed project would be required to comply with all applicable water quality standards. To further minimize potential water quality degradation, the proposed project would be connected to the EMWD's sewer system and on-site/off-site stormwater conveyance system. Groundwater is the primary source of water within the EMWD East Valley Service Area, as described above. All runoff would infiltrate through landscape areas or be conveyed to an underground storage area and then into a storm chamber for storage and treatment. Water would infiltrate on-site rather than be conveyed off-site. The proposed project would be consistent with the General Plan land use designation; and thus, water supplies would be available through the EMWD. The proposed project would change how the groundwater is recharged; however, overall recharge volumes would not change. Therefore, the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan and project-related water quality impacts would be **less than significant**.

## 3.11 Land Use and Planning

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XI. LAND USE AND PLANNING – Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**a) Would the project physically divide an established community?**

The proposed project would involve the construction and operation of a parking lot, convenience store, drive-thru fast food restaurant, and gas station on a site the contains McCrometer Corp (which would remain on-site) and vacant land. The proposed project would be consistent with the Limited Manufacturing (M-1) zoning and Business Park (BP) land use designation. The project site is surrounded by residential and

commercial uses and would utilize the existing road network. The proposed project would not result in construction of improvements that would physically divide an established community. Therefore, **no impact** would occur.

- b) *Would the project 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?***

The proposed project would be consistent with the Limited Manufacturing (M-1) zoning and Business Park (BP) land use designation. However, additional information is needed to determine if the proposed project could result in changes or conflicts with any land use plan, policy, or regulation, including the General Plan and Zoning Ordinance, adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, impacts could be **potentially significant** and this topic will be further discussed and analyzed in the EIR..

## 3.12 Mineral Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XII. MINERAL RESOURCES – Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Would the project 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?***

The project site and most of the City are designated as Mineral Resource Zone (MRZ) MRZ-3. MRZ-3 includes areas where geologic evidence indicates that mineral deposits exist or likely exist, but the significance of these deposits has not been determined (County of Riverside 2015). However, the project site contains existing development and is located in an urban setting surrounded by existing residential and commercial uses. Additionally, the site is not designated for mineral resource land uses. Therefore, the proposed project would not result in the loss of availability of a known mineral resource and **no impact** would occur.

- b) *Would the project 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?***

The project site is not delineated within the City's General Plan, a specific plan, or other land use plan as a locally important mineral resource recovery site. Therefore, the proposed project would not result in the loss of availability of such a site and **no impact** would occur.



### 3.13 Noise

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIII. NOISE</b> – Would the project result in:				
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a) ***Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

The proposed project would include a parking lot, convenience store, drive-thru fast food restaurant, and gas station which would add noise sources to the project site during both construction and operation. Therefore, additional information is needed to determine if impacts could be **potentially significant** and this topic will be further discussed and analyzed in the EIR.

- b) ***Would the project result in generation of excessive groundborne vibration or groundborne noise levels?***

The proposed project would include a parking lot, convenience store, drive-thru fast food restaurant, and gas station which would add noise sources to the project site during both construction and operation. Construction of the proposed project would involve ground disturbing activities which could result in groundborne vibration. Therefore, additional information is needed to determine if impacts could be **potentially significant** and this topic will be further discussed and analyzed in the EIR.

- 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?***

The project site is located approximately 0.8 miles east from the Hemet-Ryan Airport and is located within the Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP). Specifically, the proposed project is within Zone D, the Primary Traffic Patterns and Runway Buffer Area. Zone D restricts non-residential intensity to 300 people per average acre, and 1,200 people per single acre and also prohibits hazards to flights. As discussed under Hazards and Hazardous Materials threshold (e) above, the Riverside County ALUC

reviewed the proposed project and determined the project would be required to obtain a Federal Aviation Administration (FAA) no hazard determination letter in addition to several conditions identified by the ALUC. Upon compliance with such requirements, the proposed project would be consistent with the Hemet-Ryan ALUCP. However, the proposed project could expose people residing or working in the project area to excessive noise levels if these conditions are not met. Therefore, impacts could be **potentially significant** and this topic will be further discussed and analyzed in the EIR.

### 3.14 Population and Housing

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIV. POPULATION AND HOUSING – Would the project:</b>				
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?***

The proposed project would involve the construction and operation of a parking lot, convenience store, drive-thru fast food restaurant, and gas station, which is consistent with the allowed uses in the City's General Plan and Zoning Ordinance. Although employees would be hired to operate the new uses on-site, it is reasonably assumed that such jobs would be filled by people who currently reside in the City and would not require the relocation of individuals, inducing substantial unplanned population growth in the area. Additionally, the proposed project would rely on the existing street network and public utilities and would not result in the extension of roads or other infrastructure which could lead to indirect population growth. Therefore, impacts would be **less than significant**.

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

The project site contains McCometer Corp and some vacant and undeveloped land. There are no people or housing on the project site which the proposed project could displace. Therefore, **no impact** would occur.

## 3.15 Public Services

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XV. PUBLIC SERVICES</b>				
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- 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?*

The proposed project could increase the demand on Hemet Fire Department resources as a result of the development of new commercial uses. Thus, additional information is needed to determine if impacts could be **potentially significant** and this topic will be discussed and analyzed in the EIR.

### *Police protection?*

The proposed project could increase the demand on Hemet Police Department resources as a result of the development of new commercial uses. Thus, additional information is needed to determine if impacts could be **potentially significant** and this topic will be discussed and analyzed in the EIR.

### *Schools?*

The proposed project would involve the construction and operation of a convenience store, drive-thru fast food restaurant, and gas station. Although employees hired to operate the proposed project could have school aged children, it is reasonably assumed that such jobs would be filled by people who currently reside in the City and would not require the relocation of individuals to the City resulting in increased demand for schools. As the project would not result in additional population in the area and would not increase demand for school services, impacts would be **less than significant**.

### *Parks?*

The proposed project would involve the construction and operation of commercial uses, and would not result in population growth that could increase demand for parks. Therefore, impacts would be **less than significant**.

### ***Other public facilities?***

The proposed project would involve the construction and operation of commercial uses, and would not result in population growth that could increase demand for other public facilities such as libraries. Therefore, impacts would be **less than significant**.

## 3.16 Recreation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVI. RECREATION</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**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?***

The proposed project would involve the construction and operation of commercial uses, and would not result in population growth that could increase use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would occur or be accelerated. While the proposed project would result in employment generation, employment would be minimal and it is reasonably assumed that such jobs would be filled by people who currently reside in the City and would not require the relocation of individuals to the City. Therefore, impacts would be **less than significant**.

**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?***

The proposed project does not include recreational facilities and would not require the construction or expansion of recreational facilities as development of the proposed commercial uses would not result in population growth that could have an adverse physical effect on the environment. Therefore, **no impact** would occur.

## 3.17 Transportation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVII.TRANSPORTATION</b> – Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**a) *Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?***

Construction and operation of the proposed project would result in increased traffic in the area, as new uses would be added to a site that is partially vacant and undeveloped. Project-generated traffic is unknown at this time and thus could result in conflicts with programs, plans, ordinances, or policies addressing the circulation system. Traffic impacts will need to be analyzed for consistency with State and local guidance. Therefore, additional information is needed to determine if impacts could be **potentially significant** and this topic will be further discussed and analyzed in the EIR.

**b) *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?***

Construction and operation of the proposed project would result in increased traffic in the area, as new uses would be added to a site that is partially vacant and undeveloped. Project-generated traffic would also result in vehicle miles traveled (VMT). Traffic impacts will need to be analyzed for consistency with CEQA Guidelines section 15064.3, subdivision (b) concerning VMT. Therefore, additional information is needed to determine if impacts could be **potentially significant** and this topic will be further discussed and analyzed in the EIR.

**c) *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

The proposed project would result in new development on vacant portions of the site and would increase traffic in the area. Development of the proposed project would create new access points to and from the project site which would connect to the adjacent street network. Traffic impacts will need to be analyzed for any geometric design features that could result in increased traffic hazards. Therefore, additional information is needed to determine if impacts could be **potentially significant** and this topic will be further discussed and analyzed in the EIR.

d) **Would the project result in inadequate emergency access?**

The proposed project would include new access points to and from the project site, connecting to the adjacent street network. Traffic impacts will need to be analyzed for inadequacies in emergency access. Therefore, additional information is needed to determine if impacts could be **potentially significant** and this topic will be further discussed and analyzed in the EIR.

## 3.18 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVIII. TRIBAL CULTURAL RESOURCES</b>				
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:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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:**

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)?**

The City will notify the tribes in accordance with Public Resources Code section 21074. Tribal consultation input will be considered throughout the environmental document preparation process. However, as consultation with tribes has not concluded, additional information is needed to determine if impacts are considered **potentially significant** and this topic will be further discussed and analyzed in the EIR.

- 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?***

The City will notify the tribes in accordance with Public Resources Code section 21074. Tribal consultation input will be considered throughout the environmental document preparation process. However, as consultation with tribes has not concluded, additional information is needed to determine if impacts are considered **potentially significant** and this topic will be further discussed and analyzed in the EIR.

## 3.19 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:</b>				
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a) ***Would the project 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?***

The proposed project would result in new development on a site which is partially vacant and undeveloped. As such, the proposed project would increase the intensity of uses on the project site, resulting in increased



use of water, wastewater treatment, electric power, natural gas, and telecommunication systems. Further, the proposed project would result in an increase of impervious areas. If not carefully planned for, increase runoff from impervious surface can cause alterations to drainage courses. Therefore, additional information is needed to determine if impacts could be **potentially significant** and this topic will be discussed and analyzed in the EIR.

- b) ***Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?***

As discussed above, the proposed project would increase the intensity of uses on the project site, resulting in increased water use. Therefore, additional information is needed to determine if impacts could be **potentially significant** and this topic will be further discussed and analyzed in the EIR.

- c) ***Would the project 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?***

As discussed above, the proposed project would increase the intensity of uses on the project site, resulting in increased wastewater generation. Therefore, additional information is needed to determine if impacts could be **potentially significant** and this topic will be further discussed and analyzed in the EIR.

- d) ***Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?***

Construction of the proposed project would result in the generation of solid waste such as scrap lumber, concrete, residual wastes, packing materials, and plastics. Operation of the proposed project would result in an increase in intensity of uses on the project site, which would likely be associated with increased generation of solid waste. As such, additional information is needed to determine if impacts could be **potentially significant** and this topic will be further discussed and analyzed in the EIR.

- e) ***Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***

As discussed above, the proposed project would result in the generation of solid waste during construction and operations. As such, additional information is needed to determine if impacts could be **potentially significant** and this topic will be further discussed and analyzed in the EIR.

## 3.20 Wildfire

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XX. WILDFIRE</b> – 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) *Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?***

As discussed in Section 3.9(f) above, the proposed project would provide adequate access for emergency vehicles and would not impair emergency access through the area. Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and impacts would be **less than significant**.

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

According to the Public Safety Element of the City's General Plan 2030, the proposed project site is not within or adjacent to a wildland fire hazard severity zone. Additionally, the project site is relatively flat and located in an urban setting surrounded by existing development on all sides. Therefore, the proposed project would not exacerbate wildfire risks, and thereby expose project occupants, to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors. **No impact** would occur.

**c) *Would the project 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?***

The proposed project would not require the installation or maintenance of new 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. Additionally, the project site is not located in a wildland fire hazard severity zone as previously described. Therefore, **no impact** would occur.

- d) *Would the project 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?*

The project site is relatively flat and is not located in a downslope or downstream area. Further, the project site is not located within a FEMA mapped flood hazard area and is designated as an Area of Minimal Flood Hazard (FEMA 2020). Therefore, the proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire instability, or drainage changes. **No impact** would occur.

## 3.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XXI. MANDATORY FINDINGS OF SIGNIFICANCE</b>				
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- 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?*

As discussed in Section 3.4, Biological Resources, the proposed project has the potential to impact sensitive vegetation communities and habitat for special-status wildlife. Further, as discussed in Section 3.5, the proposed project could result in potentially significant impacts to cultural resources. Therefore, additional information is needed to determine if impacts could be **potentially significant** and this topic will be further discussed and analyzed 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)?*

Additional information is needed to determine if impacts are considered **potentially significant** and this topic will be discussed and analyzed in the EIR.

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

As evaluated throughout this document, the proposed project could result in impacts to Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Public Services, Transportation, Tribal Cultural Resources, and Utilities and Service Systems. Therefore, additional information is needed to determine if impacts are considered **potentially significant** and this topic will be discussed and analyzed in the EIR.

# 4 References and Preparers

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## 4.2 List of Preparers

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