May 9, 2024 | Draft Environmental Impact Report
State Clearinghouse No. 2023090064

CITY OF WILDOMAR
PROPOSED GENERAL PLAN DRAFT EIR
(GPA 2024-01)

City of Wildomar

CONDITIONALLY APPROVED
☐ BY THE PLANNING DEPARTMENT
☐ BY THE PLANNING DIRECTOR
☐ BY THE PLANNING COMMISSION
☒ BY THE CITY COUNCIL
FOR THE CITY OF WILDOMAR ON 12/9/2024
APPLICATION NOS. GPA/ZOA/CZ 2024-01
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Abbreviations and Acronyms

ABBREVIATIONS AND ACRONYMS

µg/m^3	micrograms per cubic meter
AAQS	ambient air quality standards
AB	Assembly Bill
ACF	Advanced Clean Fleets regulation
ACM	asbestos-containing materials
ADP	area drainage plan
ADT	average daily traffic
AFY	acre-feet per year
AQMD	air quality management district
AQMP	air quality management plan
AR5	*Fifth Assessment Report: Climate Change 2007* (by the IPCC)
ATP	active transportation plan
BES	battery energy storage
BLM	Bureau of Land Management
BMP	best management practices
BP	(years) before present
BTU	British thermal unit
CAFE	corporate average fuel economy
CAISO	California Independent System Operator
CAL FIRE	California Department of Forestry and Fire Protection
CalARP	California Accidental Release Prevention Program
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards Code
CalRecycle	California Department of Resources, Recycling, and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act

Abbreviations and Acronyms

CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CES	CalEnviroScreen (California Communities Environmental Health Screening Tool)
CESA	California Endangered Species Act
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
CGP	Construction General Permit
CH_4	methane
CHP	California Highway Patrol
CIP	capital improvements program
CMP	congestion management program
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2e	carbon dioxide equivalent
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CRPR	California Rare Plant Ranking
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DEH	Department of Environmental Health
DEIR	draft environmental impact report
DIF	development impact fee
DOF	Department of Finance (CA)
DPM	diesel particulate matter
DSOD	Division of Safety of Dams (CA)
DTSC	Department of Toxic Substances Control
DWR	Department of Water Resources (CA)
EDD	California Employment Development Department
EJ	environmental justice
EMWD	Eastern Municipal Water District

Abbreviations and Acronyms

EO	Executive Order
EPA	United States Environmental Protection Agency
EPCRA	Emergency Planning and Community Right-to-Know Act
EVMWD	Elsinore Valley Municipal Water District
EV	electric vehicle
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHSZ	fire hazard severity zone
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
FMWC	Farm Mutual Water Company
FTA	Federal Transit Administration
GHG	greenhouse gases
gpcd	gallons per capita per day
GSA	groundwater sustainability agency
GSP	groundwater sustainability plan
GW	gigawatt
GWh	gigawatt-hour(s)
GWP	global warming potential
HAA	Housing Accountability Act
HCD	Housing and Community Development Department (CA)
HCP	habitat conservation plan
IPCC	Intergovernmental Panel on Climate Change
IRP	Integrated Resource Plan
IRWM	integrated regional water management (plan)
JRMP	jurisdictional runoff management plan
kW	kilowatt
kWh	kilowatt-hour(s)
Ldn	day-night noise level
Leq	equivalent continuous noise level
Lmax	maximum noise level
LAMP	local agency management program
LBP	lead-based paint

Abbreviations and Acronyms

LEHD	Longitudinal Employer-Household Dynamics
LEPC	local emergency planning committee
LEUSD	Lake Elsinore Unified School District
LHMP	local hazard mitigation plan
LID	low impact development
LOS	level of service
LRA	local responsibility area
LSE	load serving entities
LST	localized significance thresholds
LUST	leaking underground storage tank
MATES	Multiple Air Toxics Exposure Study
MBTA	Migratory Bird Treaty Act
MDP	Master Drainage Plan
mgd	million gallons per day
MJHMP	multi-jurisdictional hazard mitigation plan
mpg	miles per gallon
MMT	million metric tons
MPO	metropolitan planning organization
MS4	municipal separate storm sewer system
MSHCP	multiple species habitat conservation plan
MT	metric ton
MW	megawatt
MWELO	Model Water Efficient Landscape Ordinance
NAHC	Native American Heritage Commission
NFPA	National Fire Protection Association
NMFS	National Marine Fisheries Service
NO_X	nitrogen oxides
NOP	Notice of Preparation
NPDES	National Pollution Discharge Elimination System
NPPA	Native Plant Protection Act
NZE	near-zero emissions
O_3	ozone
O-D	origin-destination

Abbreviations and Acronyms

OSHA	Occupational Safety and Health Administration (US)
PM	particulate matter
ppb	parts per billion
ppd	pounds per day
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resources Code
PRD	permit registration documents
RCFCWCD	Riverside County Flood Control and Water Conservation District
RCFD	Riverside County Fire Department
RCHCA	Riverside County Habitat Conservation Agency
RCRA	Resource Conservation and Recovery Act
RCSD	Riverside County Sheriff's Department
RCTC	Riverside County Transportation Commission
RCWD	Rancho California Water District
REE	rare earth element
RHNA	regional housing needs assessment
RPS	renewable portfolio standard
RTP/SCS	regional transportation plan / sustainable communities strategy
RWQCB	Regional Water Quality Control Board
SAA	streambed alteration agreement
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
SCAG	Southern California Association of Governments
SCE	Southern California Edison
SCS	sustainable communities strategy
SEMS	standardized emergency management system
SERC	State Emergency Response Commission
SGMA	Sustainable Groundwater Management Act
SIP	state implementation plan
SoCAB	South Coast Air Basin
SO_X	sulfur oxides
SRA	state responsibility area

Abbreviations and Acronyms

SSMP	sewer system management plan
SSO	sanitary sewer overflow
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TCR	tribal cultural resource
TMDL	total maximum daily load
TPD	tons per day
TRU	transport refrigeration unit
TTCP	traditional tribal cultural places
TUMF	transportation uniform mitigation fee
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
UST	underground storage tank
UWMP	urban water management plan
VdB	velocity decibels
VMT	vehicle miles traveled
VOC	volatile organic compound
WAIRE	Warehouse Actions and Investments to Reduce Emissions
WFD	Wildomar Fire Department
WPD	Wildomar Police Department
WQMP	water quality management plan
WRCOG	Western Riverside Council of Governments
WRF	water reclamation facility
WSA	water supply assessment
ZE	zero emissions
ZEV	zero emissions vehicle
ZNE	zero net energy

1. Executive Summary

1.1 INTRODUCTION

This draft environmental impact report (DEIR) addresses the environmental effects associated with the implementation of the City of Wildomar Proposed General Plan. The California Environmental Quality Act (CEQA) requires that local government agencies consider the environmental consequences before taking action on projects over which they have discretionary approval authority. An environmental impact report (EIR) analyzes potential environmental consequences in order to inform the public and support informed decisions by local and state governmental agency decision makers.

This DEIR has been prepared pursuant to the requirements of CEQA and the City of Wildomar's CEQA procedures. The City of Wildomar, as the lead agency, has reviewed and revised all submitted drafts, technical studies, and reports as necessary to reflect its own independent judgment, including reliance on City technical personnel from other departments and review of all technical subconsultant reports.

Data for this DEIR comes from onsite field observations, discussions with affected agencies, analysis of adopted plans and policies, review of available studies, reports, data and similar literature, and specialized environmental assessments and technical reports (aesthetics, agricultural resources, air quality, biological resources, cultural resources, geological resources, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire).

1.2 ENVIRONMENTAL PROCEDURES

This DEIR has been prepared pursuant to CEQA to assess the environmental effects associated with implementation of the proposed project, as well as anticipated future discretionary actions and approvals. CEQA establishes six main objectives for an EIR:

1. Disclose to decision makers and the public the significant environmental effects of proposed activities.
2. Identify ways to avoid or reduce environmental damage.
3. Prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
4. Disclose to the public reasons for agency approval of projects with significant environmental effects.
5. Foster interagency coordination in the review of projects.
6. Enhance public participation in the planning process.

1. Executive Summary

An EIR is the most comprehensive form of environmental documentation in CEQA and the CEQA Guidelines; it is intended to provide an objective, factually-supported analysis and full disclosure of the environmental consequences of a proposed project with the potential to result in significant, adverse environmental impacts.

An EIR is one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Before approving a proposed project, the lead agency must consider the information in the EIR; determine whether the EIR was prepared in accordance with CEQA and the CEQA Guidelines; determine that it reflects the independent judgment of the lead agency; adopt findings concerning the project's significant environmental impacts and alternatives; and adopt a statement of overriding considerations if significant impacts cannot be avoided.

1.2.1 EIR Format

Chapter 1. Executive Summary: Summarizes the background and description of the proposed project, the format of this EIR, project alternatives, any critical issues remaining to be resolved, and the potential environmental impacts and mitigation measures identified for the project.

Chapter 2. Introduction: Describes the purpose of this EIR, background on the project, the notice of preparation, the use of incorporation by reference, and Final EIR certification.

Chapter 3. Project Description: A detailed description of the project, including its objectives, its area and location, approvals anticipated to be required as part of the project, necessary environmental clearances, and the intended uses of this EIR.

Chapter 4. Environmental Setting: A description of the physical environmental conditions in the vicinity of the project as they existed at the time the notice of preparation was published, from local and regional perspectives. These provide the baseline physical conditions from which the lead agency determines the significance of the project's environmental impacts.

Chapter 5. Environmental Analysis: Each environmental topic is analyzed in a separate section that discusses: the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the project; the existing environmental setting; the potential adverse and beneficial effects of the project; the level of impact significance before mitigation; the mitigation measures for the proposed project; the level of significance after mitigation is incorporated; and the potential cumulative impacts of the proposed project. Each of the environmental topics covered in Chapter 5 includes a "Focal Point" heading at the beginning of the section which provides a high-level executive summary of the analysis and conclusion.

Chapter 6. Unavoidable Impacts, Irreversible Changes, and Growth-Inducing Impacts: Describes the significant unavoidable adverse impacts and significant irreversible environmental changes associated with the project. Describes the ways in which the project would cause increases in employment or population that could result in new physical or environmental impacts.

Chapter 7. Alternatives to the Proposed Project: Describes the alternatives and compares their impacts to the impacts of the proposed project. Alternatives include the No Project Alternative.

Chapter 8. Organizations and Persons Consulted and Qualification of Preparers: Lists the people and organizations that were contacted during the preparation of this EIR, as well as the people who prepared this EIR for the project.

Appendices: The appendices for this EIR are available online at:
https://www.cityofwildomar.org/212/Environmental-Documents-Center

- Appendix 2-1: NOP/NOP Comments
- Appendix 3-1: Draft General Plan
- Appendix 5.3-1: Air Quality and Greenhouse Gas Modeling
- Appendix 5.4-1: Biological Resources Assessment
- Appendix 5.5-1: Cultural Resources Assessment
- Appendix 5.13-1: Noise Monitoring and Modeling
- Appendix 5.15-1: Service Provider Questionnaires
- Appendix 5.17-1: Transportation Impact Study
- Appendix 5.18-1: Native American Consultation Pursuant to SB 18

1.2.2 Type and Purpose of This DEIR

This DEIR fulfills the requirements for a Program EIR. Although the legally required contents of a Program EIR are the same as for a Project EIR, Program EIRs are more conceptual than Project EIRs, with a more general discussion of impacts, alternatives, and mitigation measures. According to Section 15168 of the CEQA Guidelines, a Program EIR may be prepared on a series of actions that can be characterized as one large project. Use of a Program EIR gives the lead agency an opportunity to consider broad policy alternatives and program-wide mitigation measures, as well as greater flexibility to address project-specific and cumulative environmental impacts on a comprehensive scale.

Agencies prepare Program EIRs for programs or a series of related actions that are linked geographically; logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program; or individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways.

Once a Program EIR has been prepared, subsequent activities within the program must be evaluated to determine whether an additional CEQA document is necessary. However, if the Program EIR addresses the program's effects as specifically and comprehensively as possible, many subsequent activities may be within the Program EIR's scope, and additional environmental documents may not be required (CEQA Guidelines § 15168[c]). When a lead agency relies on a Program EIR for a subsequent activity, it must incorporate feasible mitigation measures and alternatives from the Program EIR into the subsequent activities (CEQA Guidelines § 15168[c][3]). If a subsequent activity would have effects outside the scope of the Program EIR, the lead agency must prepare a new Initial Study leading to a Negative Declaration, Mitigated Negative

Declaration, or an EIR. Even in this case, the Program EIR still serves a valuable purpose as the first-tier environmental analysis. The CEQA Guidelines encourage the use of Program EIRs, citing five advantages:

- Provide a more exhaustive consideration of impacts and alternatives than would be practical in an individual EIR;
- Focus on cumulative impacts that might be slighted in a case-by-case analysis;
- Avoid continual reconsideration of recurring policy issues;
- Consider broad policy alternatives and programmatic mitigation measures at an early stage when the agency has greater flexibility to deal with them;
- Reduce paperwork by encouraging the reuse of data (through tiering). (Guidelines § 15168[h])

CEQA Guidelines Section 15183, Projects Consistent with a Community Plan or Zoning, mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as necessary to assess impacts that may be peculiar to the project or its site. Therefore, some future projects may qualify for an exemption of later CEQA analysis by virtue of Section 15183. The City intends to use this section, and other CEQA exemptions and/or streamlining provisions to expedite consideration of projects. As a policy document, the DEIR relies upon processes, ordinances, and standards to address impacts of future projects. If a topic can be reduced to a less than significant impact with application of the processes, ordinances, and standards, then no further analysis would be required for future projects. However, if a project or site has unique or unusual features, then additional CEQA analysis may be required.

1.3 PROJECT LOCATION

The City of Wildomar is in western Riverside County, California, and is bordered by the City of Lake Elsinore to the north and northwest, unincorporated Riverside County to the west, City of Murrieta to the south, and City of Menifee to the east. Interstate and regional access to the City is provided by Interstate 15 (I-15), which runs in a general north-south direction through the City. Figure 1-1, *Regional Location,* and Figure 1-2, *Citywide Aerial,* show the City in its regional and local contexts.

1.4 PROJECT SUMMARY

When the City incorporated in 2008, it adopted Riverside County's General Plan. The project is an update to the City's General Plan, which will be the first City-specific General Plan for Wildomar. A general plan is a state-required planning document that provides guidance to decision-makers regarding the allocation of resources and determination of the future physical form, location, and character of development in a city. It is the official statement of a city regarding the extent and types of development needed to achieve the community's physical, economic, social, and environmental goals. Although a general plan is composed of individual sections, or "elements," that individually address a specific area of concern, it embodies a comprehensive and integrated planning approach for a jurisdiction.

Figure 1-1 - Regional Location

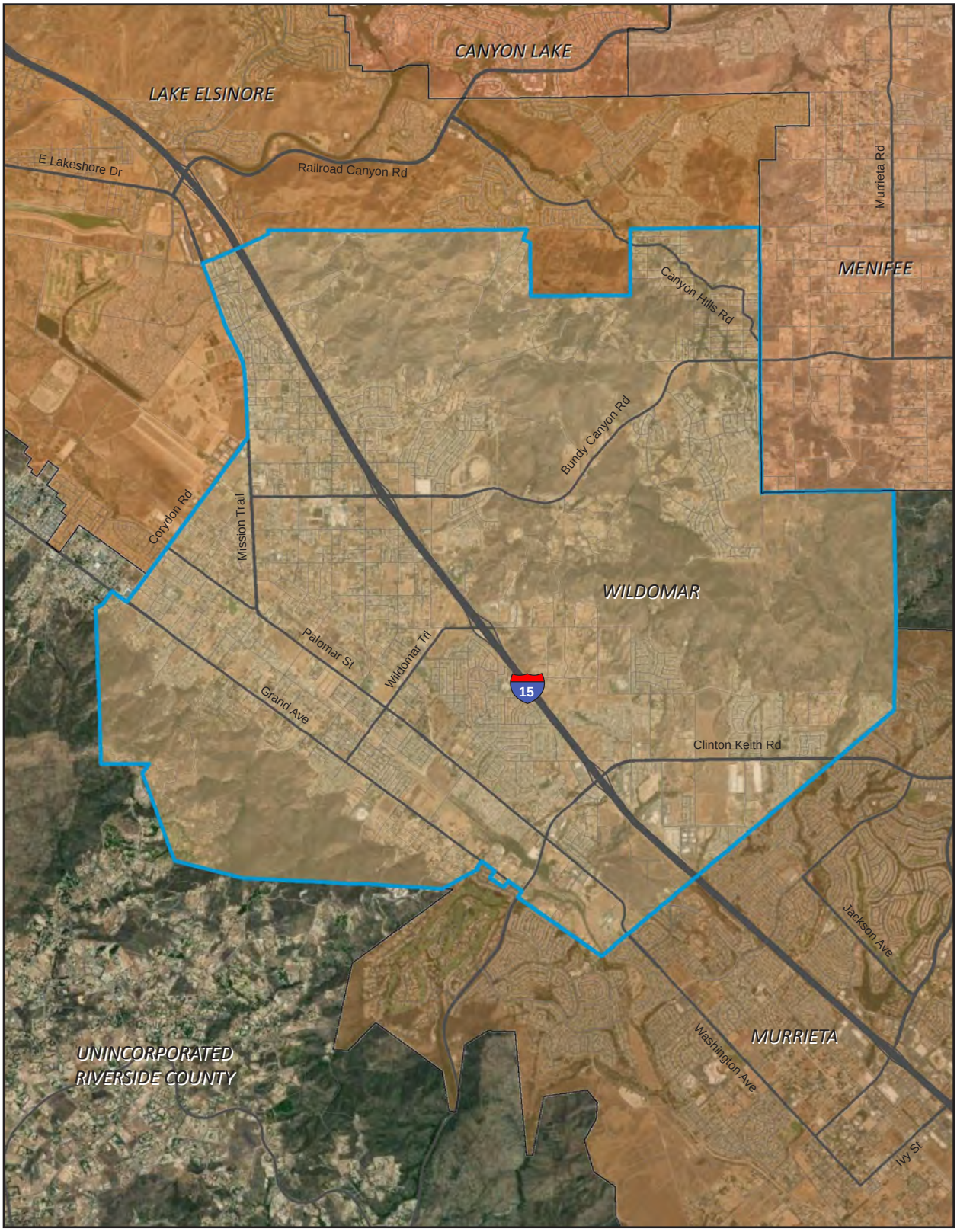


City of Wildomar Boundary

Note: Unincorporated county areas are shown in white.
Source: Generated using ArcMap 2022.

0 3
Scale (Miles)

Figure 1-2 - Citywide Aerial



City of Wildomar Boundary

0 1
Scale (Miles)

Source: Generated using ArcMap 2022.

1.4.1 Proposed General Plan

The proposed project includes the following elements that address all the required topics in state law, as well as one additional topical of local importance:

- Land Use
- Circulation
- Recreation and Community Services
- Open Space and Conservation
- Noise
- Economic Development
- Climate Action Plan Memorandum
- Housing and Safety Elements (previously adopted in 2021 and will only be reformatted under the proposed project to ensure consistency)

Rather than a separate element, Environmental Justice policies are embedded throughout relevant elements of the Proposed General Plan.

1.4.1.1 LAND USES AND BUILDOUT

Figure 1-3, *Existing Land Use Plan,* illustrates existing land uses, and Figure 1-4, *Proposed Land Use Plan,* shows the proposed land use designations regulating development under the proposed project. Buildout projections shown in Table 1-1, *Buildout Statistical Summary,* compares the existing conditions with the buildout envisioned under the proposed project. The proposed project would result in a net increase of 8,992 units, 27,999 residents, 2,965,538 square feet of non-residential uses, and 6,724 jobs.

Table 1-1 Buildout Statistical Summary

	Dwelling Units	Population	Non-Residential Square Footage	Employment
Existing	11,988	37,326	2,992,377	5,841
Proposed General Plan	20,980	65,325	5,957,915	12,115
Net Change	*8,992*	*27,999*	*2,965,538*	*6,274*

Source: City of Wildomar and PlaceWorks 2023

1.5 SUMMARY OF PROJECT ALTERNATIVES

CEQA Guidelines Section 15126.6[a] states that an EIR must address "a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives." The Increased Residential Density in Mixed-Use Areas Alternative has been identified as the environmentally superior alternative because it lessens impacts to agriculture and forestry resources, air quality, biological resources, cultural resources, energy, GHG emissions, mineral resources, noise, transportation, tribal cultural resources, and wildlife, while also achieving the benefits of the project objectives. Project alternatives are assessed in further detail in Chapter 7, *Alternatives to the Project.*

1.5.1 No Project/Existing General Plan Alternative

Under the No Project/Existing General Plan Alternative, the Proposed General Plan and all of its updates to the Land Use Element, Circulation Element, Recreation and Community Services Element, Open Space and Conservation Element, Noise Element, Economic Development Element, and implementation of the Climate Action Memorandum would not be implemented by the City, and the current General Plan would remain in effect.

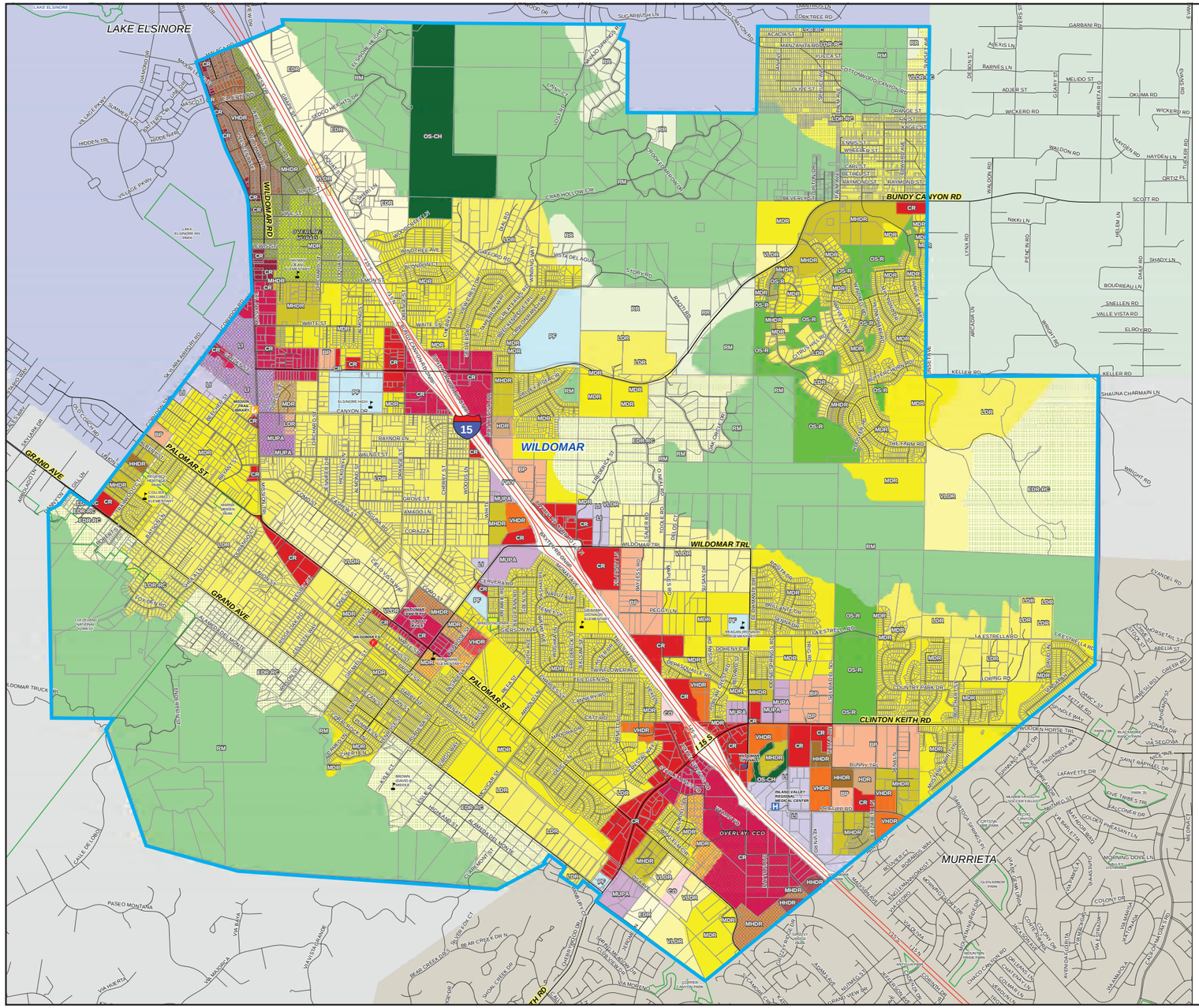
The No Project/Existing General Plan Alternative would be similar to the proposed project for aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, noise, population and housing, transportation, tribal cultural resources, and wildfire. Impacts to energy, public services, recreation, and utilities and services would be reduced compared to the proposed project. Impacts to air quality, GHG emissions, and land use and planning would be greater than the proposed project. Overall, this Alternative would not result in a more efficient land use plan and would not relieve development pressure in the periphery of the City.

1.5.2 Increased Residential Density in Mixed Use Areas Alternative

The Increased Residential Density in Mixed Use Areas Alternative would result in the same buildout as the Proposed General Plan but would increase the intensity of residential growth in areas designated for mixed uses and would consequently develop less land to accommodate the same projected growth. The increase of residential units in mixed use areas would further reduce VMT as there would be more residential uses within proximity to public transit, alternative transportation, jobs, and amenities.

The Increased Residential Density in Mixed Use Areas Alternative would be similar to the proposed project for geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, population and housing, public services, recreation, and utilities and service systems. This Alternative would result in less impacts compared to the proposed project to agriculture and forestry resources, air quality, biological resources, cultural resources, energy, greenhouse gas emissions, mineral resources, noise, transportation, tribal cultural resources, and wildfire. This Alternative would result in greater impacts to aesthetics compared to the proposed project. Overall, this Alternative would result in an increase in higher density development in the City, compared to the proposed project, which does not align with the City's vision.

Figure 1-3 - Existing Land Use Plan



Other
- Schools
- Cityhall
- Firestation
- Hospital
- Library
- Parks

General Plan Overlay
- Community Center
- Mixed Use Planning Area

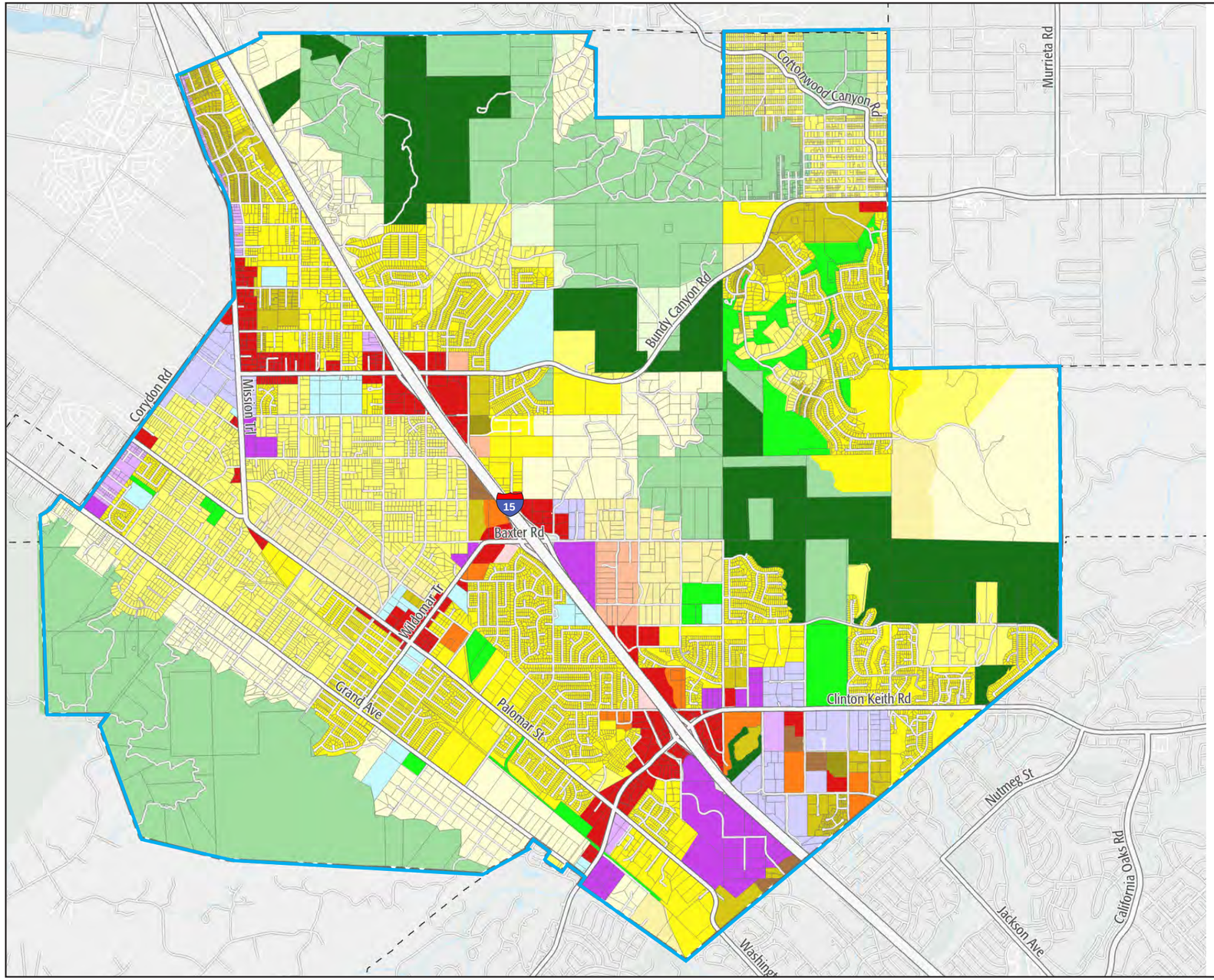
Land Use
- Rural Mountainous
- Estate Density Residential
- EDR-RC
- Very Low Density Residential
- VLDR-RC
- Rural Residential
- Low Density Residential
- LDR-RC
- Medium Density Residential
- Medium High Density Residential
- High Density Residential
- Very High Density Residential
- Highest Density Residential
- Commercial Retail
- Commercial Office
- Light Industrial
- Business Park
- Public Facilities
- Mixed Use Planning Area
- Conservation Habitat
- Open Space Recreation
- Freeway

City of Wildomar Boundary

0 1
Scale (Miles)

Source: City of Wildomar 2022.

Figure 1-4 - Proposed Land Use Plan



Other Jurisdictions
Parcels

Residential

LLR	Large Lot Residential
EDR	Estate Density Residential
VLDR	Very Low Density Residential
LDR	Low Density Residential
MDR	Medium Density Residential
MHDR	Medium High Density Residential
HDR	High Density Residential
VHDR	Very High Density Residential
HHDR	Highest Density Residential

Non-Residential

BP	Business Park
CO	Commercial Office
CR	Commercial Retail
LI	Light Industrial
MUL	Mixed Use Low
MUH	Mixed Use High
PF	Public Facilities

Open Space / Rural

OS-CH	Conservation Habitat
OS-R	Open Space Recreation
RM	Rural Mountainous

City of Wildomar Boundary

0 1
Scale (Miles)

Source: City of Wildomar 2023.

1.6 ISSUES TO BE RESOLVED

CEQA Guidelines Section 15123(b)(3) requires that an EIR contain issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the proposed project, the major issues to be resolved include decisions by the lead agency as to:

1. Whether this DEIR adequately describes the project and analyzed its potential environmental impacts.
2. Whether the proposed land use changes are compatible with the character of the existing area.
3. Whether the identified goals, policies, or mitigation measures should be adopted or modified.
4. Whether there are other mitigation measures that should be applied to the project besides the Mitigation Measures identified in the DEIR.
5. Whether there are any alternatives to the project that would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic project objectives.
6. To the extent that significant and unavoidable impacts exist and there are no further feasible mitigation measures or alternatives available, whether the benefits of the proposed project override those significant and unavoidable impacts.

1.7 AREAS OF CONTROVERSY

In accordance with CEQA Guidelines Section 15123(b)(2), the EIR summary must identify areas of controversy known to the lead agency, including raised by agencies and the public. The City has no knowledge of expressed opposition to the project.

1.8 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Table 1-2, *Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation,* summarizes the conclusions of the environmental analysis contained in this EIR. Impacts are identified as significant or less than significant, and mitigation measures are identified for all significant impacts. The level of significance after imposition of the mitigation measures is also presented.

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.1 AESTHETICS			
Impact 5.1-1: Development in accordance with the Proposed General Plan would not substantially alter or damage scenic vistas.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.1-2: The proposed project would not alter scenic resources within a state scenic highway.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.1-3: Buildout in accordance with the proposed land use plan would alter the existing visual appearance of the City but would not substantially degrade its existing visual character or quality and would not conflict with applicable zoning and other regulations governing scenic quality.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.1-4: The proposed project would not generate additional light and glare.	Less Than Significant	No mitigation measures are required.	Less Than Significant
5.2 AGRICULTURE AND FORESTRY RESOURCES			
Impact 5.2-1: The proposed project would convert farmland to nonagricultural uses.	Potentially Significant	AG-1 Prior approval of any development permit on land considered prime, of statewide significance, or unique, the City shall require the following: 1. Completion of the California Department of Conservation Land Evaluation & Site Assessment Model. If the model score is 39 points or less, conversion of the land is not significant, and no further mitigation is required. If the model score is between 40 and 79 points, conversion of the land to urban uses may be significant but will depend on the results of the model. A LESA model score of 80 or greater identifies the conversion as significant and will require mitigation.	

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		2. If the LESA model results determine that conversion of the land to urban uses is a significant impact, the development shall be conditioned to provide either an agricultural easement on existing farmland with a similar or greater LESA model score, or the creation of new agricultural land and easement at a 1:1 ratio.	Significant and Unavoidable
Impact 5.2-2: The proposed project would not conflict with zoning for agricultural use or a Williamson Act Contract.	No Impact	No mitigation measures are required.	No Impact
Impact 5.2-3: The proposed project would not conflict with existing zoning for, or cause rezoning of, forestland and timberland, and would not result in the loss or conversion of forestland to non-forest uses.	No Impact	No mitigation measures are required.	No Impact
5.3 AIR QUALITY			
Impact 5.3-1: Buildout of the Proposed General Plan, and associated emissions, would exceed the assumptions of the South Coast AQMD's AQMP.	Potentially Significant	AQ-1 Prior to discretionary approval by the City of Wildomar for development projects subject to CEQA (California Environmental Quality Act) review (*i.e.,* nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City of Wildomar Planning Department for review and approval. The evaluation shall be prepared in conformance with the South Coast Air Quality Management District (South Coast AQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Wildomar Building & Safety department shall require feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include, but are not limited to the following: ■ Require fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as:	Significant and Unavoidable

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• Requiring use of nontoxic soil stabilizers to reduce wind erosion. • Applying water every four hours to active soil disturbing activities. • Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials. ■ Using construction equipment rated by the United States Environmental Protection Agency as having Tier 4 interim or higher exhaust emission limits. ■ Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards. ■ Limiting nonessential idling of construction equipment to no more than five consecutive minutes. ■ Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality Management District's website at: https://www.aqmd.gov/home/rules-compliance/compliance/vocs/architectural-coatings/super-compliant-coatings. These identified measures shall be incorporated into all appropriate construction documents (*e.g.*, construction management plans) submitted to the City and shall be verified by the City's Planning Department. AQ-2 Prior to discretionary approval by the City of Wildomar for development projects subject to CEQA (California Environmental Quality Act) review (*i.e.,* nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project operation-phase-related air quality impacts to the City of Wildomar Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of	

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		significance, the City of Wildomar Planning Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the conditions of approval. Possible mitigation measures to reduce long-term emissions could include, but are not limited to the following: ■ For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug-in of the anticipated number of refrigerated trailers to reduce idling time and emissions. ■ Applicants for manufacturing and light industrial uses shall consider energy storage and combined heat and power in appropriate applications to optimize renewable energy generation systems and avoid peak energy use. ■ Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 CCR Chapter 10 § 2485). ■ Provide bicycle parking facilities per the Nonresidential Voluntary Measures and Residential Voluntary Measures of CALGreen. ■ Provide facilities to support electric charging infrastructure per the Nonresidential Voluntary Measures and Residential Voluntary Measures of CALGreen. ■ Applicant-provided appliances shall be Energy Star–certified appliances or appliances of equivalent energy efficiency (*e.g.*, dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star–certified or equivalent appliances shall be verified by the City during plan check.	

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Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.3-2: Construction activities associated with future development that would be accommodated under the Proposed General Plan could generate short-term emissions in exceedance of the South Coast AQMD's threshold criteria.	Potentially Significant	Implement Mitigation Measure AQ-1.	Significant and Unavoidable
Impact 5.3-3: Implementation of the proposed project would generate additional, long-term emissions in exceedance of South Coast AQMD's threshold criteria and cumulatively contribute to the South Coast Air Basin's nonattainment designations.	Potentially significant	Implement Mitigation Measure AQ-2.	Significant and Unavoidable
Impact 5.3-4: The proposed project would expose sensitive receptors to substantial toxic air contaminant concentrations.	Potentially Significant	AQ-3 Industrial and Warehouse Development Health Risk Assessments. Prior to discretionary approval by the City of Wildomar, project applicants for new industrial or warehousing development projects that 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered transport refrigeration units, and 2) are within 1,000 feet of a sensitive land use (*e.g.*, residential, schools, hospitals, nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the City of Wildomar Planning Department for review and approval. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment and the South Coast AQMD. If the HRA shows that the incremental cancer risk and/or noncancer hazard index exceeds the respective threshold, as established by the South Coast AQMD at the time a project is considered, the project applicant will be required to identify best available control technologies for toxics (T BACTs) and appropriate enforcement mechanisms and demonstrate that they are capable of reducing potential cancer and noncancer risks to an acceptable level. T-BACTs may include but are not limited to restricting idling on-site or electrifying warehousing docks to reduce diesel particulate matter, or requiring use of newer equipment and/or vehicles. T-BACTs identified in the HRA shall	Significant and Unavoidable

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		be identified as mitigation measures in the environmental document and/or incorporated into the site plan.	
Impact 5.3-5: The proposed project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	Less Than Significant	No mitigation measures are required.	Less Than Significant
5.4 BIOLOGICAL RESOURCES			
Impact 5.4-1: Buildout of the proposed Land Use Plan could impact sensitive or special-status plant and animal species known to occur in the City of Wildomar.	Potentially Significant	BIO-1 If an action may adversely impact biological resources, a qualified biologist or their trained designee shall conduct mandatory worker environmental awareness training for all parties involved with implementation of the action (*e.g.,* contractors and work crews), prior to the start of construction, to aid the parties in recognizing special-status species and other sensitive biological resources that may occur within the area of the proposed action. The training shall include identification of the special-status species with potential to occur and their habitats, a description of the regulatory status of sensitive resources, and review of the impact limits, location of environmentally sensitive areas, and measures required to reduce impacts to avoided onsite and offsite biological resources. BIO-2 If an action has potential to inadvertently impact avoided onsite or offsite biological resources, appropriate measures shall be developed and implemented prior to the start of ground disturbing activities to ensure all impacts occur only in the area of the proposed action. Appropriate measures may include control of sediment, erosion, and hazardous materials; demarcation of action area prior to implementation and maintenance of demarcation through the duration of implementation; and measures to ensure all actions that have potential to impact biological resources stay within the demarcated limits. BIO-3 If an action has potential to adversely impact amphibian species (*e.g.*, may impact potential habitat for amphibians or may otherwise result in disturbance to amphibians from noise, light, or some other potentially disturbing activity), prior to the start of ground-disturbing activities, determine if a project falls within the mapped survey area for amphibian species (arroyo toad, California red-legged frog, and mountain yellow-legged frog [*Rana muscosa*]) and if suitable habitat is present, then focused	Significant and Unavoidable

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		surveys shall be required prior to ground-disturbing activities and the results shall be included in the habitat assessment. Focused surveys shall be conducted in accordance with accepted survey protocols for the arroyo toad, California red-legged frog, and mountain yellow-legged frog (USFWS Survey Protocol for the Arroyo Toad [1999], USFWS Revised Guidance on Site Assessments and Field Surveys for the California Red-Legged Frog [2005], and MSHCP Mountain Yellow-Legged Frog Survey Protocol). If a project is not located within an amphibian survey area, a statement to this effect shall be included in the and the results shall be included in the habitat assessment and no further action is required. If it is determined in the habitat assessment prepared by a qualified biologist that there is no potential habitat for amphibian species to occur within a project site, a conclusion that no suitable habitat is present on the site supported with solid evidence and no other measures are recommended shall be provided to the project applicant and the City of Wildomar Community Development Department. If conditions or circumstances change after the environmental analysis is conducted and prior to ground-disturbing activities associated with the action, then the validity of the results shall be confirmed, or an updated environmental analysis shall be conducted prior to impacting a project site. If amphibian species are identified within a project site and a project cannot avoid (permanent or temporary) at least 90 percent of the occupied portion of the property that contributes to the long-term conservation value of the species, a DBESP shall be required. A justification by a qualified biologist regarding how the 90 percent and 10 percent determinations were made is required and shall be included in the DBESP. Refer to Figure 5.4-8, *Flow Chart to Guide Special-Status Wildlife (Amphibians) Recommendations*. BIO-4 If an action has potential to adversely impact the burrowing owl (*Athene cunicularia*) (*e.g.*, may impact potential habitat or may otherwise result in disturbance to burrowing owls from noise, light, or some other potentially disturbing activity), prior to the start of ground-disturbing activities, determine if a project falls within the mapped (designated) survey area for the burrowing owl and if suitable habitat is present, then focused surveys shall be required prior to ground-disturbing activities and the results shall be included in the habitat assessment. Focused surveys shall be conducted in accordance with the MSHCP Burrowing Owl Survey Instructions and during the breeding season (survey window is March 1-August 31). If a project is not located within the	

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		burrowing owl survey area, include a statement to this effect and no further action is required. If it is determined in the habitat assessment prepared by a qualified biologist that there is no potential habitat for burrowing owls to occur within a project site, a conclusion that no suitable habitat is present on the site supported with solid evidence and no other measures are recommended shall be provided to the project applicant and the City of Wildomar Community Development Department. If conditions or circumstances change after the environmental analysis is conducted and prior to ground-disturbing activities associated with the action, then the validity of the results shall be confirmed, or an updated environmental analysis shall be conducted prior to impacting a project site. If burrowing owls are not found during focused surveys, documentation prepared by a qualified biologist shall include a written commitment to conduct pre-construction surveys for the burrowing owl in areas of suitable habitat no more than 30 days prior to the initiation of ground disturbance (*e.g.*, vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging, grading, etc.) to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities. If burrowing owls have colonized a project site prior to the initiation of ground-disturbing activities, the project proponent shall immediately inform the Regional Conservation Authority (RCA) and the Wildlife Agencies, such as the California Department of Fish and Wildlife, and will need to coordinate further with RCA and the Wildlife Agencies, including the possibility of preparing and getting approval of a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey will be required again to ensure burrowing owl has not colonized the site since it was last disturbed. If the burrowing owl is found, the same coordination described above shall be necessary. If burrowing owls are identified within a project site and a project cannot avoid (permanent or temporary) at least 90 percent of the occupied portion of the property that contributes to the long-term conservation value of the species, a DBESP is required and a Burrowing Owl Protection and Relocation Plan shall be prepared, approved and implemented. A justification by a qualified biologist regarding how the 90 percent and 10 percent determinations were made is required and shall be included in the DBESP. Refer to Figure 5.4-9, *Flow Chart to Guide Burrowing Owl Recommendations*.	

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		BIO-5 If an action has potential to adversely impact mammal species (*e.g.,* may impact potential habitat for mammals or may otherwise result in disturbance to mammals from noise, light, or some other potentially disturbing activity), prior to the start of ground-disturbing activities, determine if a project falls within the mapped survey area for mammal species (Aguanga kangaroo rat [*Dipodomys merriami collinus*], Los Angeles pocket mouse [*Perognathus longimembris brevinasus*], and San Bernardino kangaroo rat) and if suitable habitat is present, then focused surveys shall be required prior to ground-disturbing activities and the results shall be included in the habitat assessment. Focused surveys shall be conducted in accordance with accepted survey protocols for these species (MSHCP Biological Monitoring Program – Stephens' Kangaroo Rat [2006] and Survey Protocol for Los Angeles Pocket Mouse). If a project is not located within a mammal survey area, include a statement to this effect and no further action is required. If it is determined in the habitat assessment prepared by a qualified biologist that there is no potential habitat for mammal species to occur within a project site, a conclusion that no suitable habitat is present on a site supported with solid evidence and no other measures are recommended shall be provided to the project applicant and the City of Wildomar Community Development Department. If conditions or circumstances change after the environmental analysis is conducted and prior to ground-disturbing activities associated with the action, then the validity of the results shall be confirmed, or an updated environmental analysis shall be conducted prior to impacting a project site. If mammal species are identified within a project site and a project cannot avoid (permanent or temporary) at least 90 percent of the occupied portion of the property that contributes to the long-term conservation value of the species, a DBESP is required. A justification by a qualified biologist regarding how the 90 percent and 10 percent determinations were made is required and shall be included in the DBESP. BIO-6 If an action has potential to adversely impact vernal pools or other suitable fairy shrimp habitats, then focused surveys shall be required prior to ground-disturbing activities and the results shall be included in the habitat assessment. Focused surveys shall be conducted pursuant to the USFWS Survey Guidelines for the Listed Large Branchiopods, which includes six listed fairy shrimp species, including those species covered under the MSHCP Section 6.1.2. Two seasons of fairy shrimp surveys are required. If it is determined in the habitat assessment prepared by a qualified biologist that there is no potential habitat for vernal pools or fairy shrimp species to occur within a	

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		project site, a conclusion that no suitable habitat is present on the site supported with solid evidence and no other measures are recommended shall be provided to the project applicant and the City of Wildomar Community Development Department. If conditions or circumstances change after the environmental analysis is conducted and prior ground-disturbing activities associated with the action, then the validity of the results shall be confirmed, or an updated environmental analysis shall be conducted prior to impacting a project site. If fairy shrimp species are identified within a project site and a project cannot avoid (permanent or temporary) at least 90 percent of the occupied portion of the property that contributes to the long-term conservation value of the species, a DBESP is required. A justification by a qualified biologist regarding how the 90 percent and 10 percent determinations were made is required and shall be included in the DBESP. Refer to Figure 5.4-10, *Flow Chart to Guide Vernal Pools and Fairy Shrimp Recommendations*. BIO-7 If an action has potential to adversely impact riparian bird species (least Bell's vireo, southwestern willow flycatcher, or yellow-billed cuckoo [*Coccyzus americanus*]), and if suitable habitat (nesting and/or foraging) is present, then protocol-level focused surveys shall be required. Focused surveys shall be conducted in accordance with accepted USFWS survey protocols for the least Bell's vireo, southwestern willow flycatcher, and yellow-billed cuckoo (Least Bell's Vireo Survey Guidelines [2001], A Natural History Summary and Survey Protocol for the Southwestern Willow Flycatcher [2010], and A Natural History Summary and Survey Protocol for the Western Distinct Population Segment of the Yellow-Billed Cuckoo [2016]). If it is determined in the habitat assessment prepared by a qualified biologist that there is no potential habitat for riparian bird species to occur within a project site, a conclusion that no suitable habitat is present on the site supported with solid evidence and no other measures are recommended shall be provided to the project applicant and City of Wildomar Community Development Department. If conditions or circumstances change after the environmental analysis is conducted and prior to ground-disturbing activities associated with the action, then the validity of the results shall be confirmed, or an updated environmental analysis shall be conducted prior to impacting a project site. If least Bell's vireo, southwestern willow flycatcher, or yellow-billed cuckoo are identified within a project site and a project cannot demonstrate 90 percent avoidance of the	

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		occupied portion of the property that contributes to the long-term conservation value of the species, a DBESP is required. This includes 100 meters of undeveloped landscape on a property adjacent to the habitat conserved. A justification by a qualified biologist regarding how the 90 percent and 10 percent determinations were made is required and shall be included in the DBESP. Refer to Figure 5.4-11, *Flow Chart to Guide Riparian Bird Species Recommendations.* BIO-8 If an action has the potential to impact coastal California gnatcatcher, a habitat assessment shall be prepared by a qualified biologist to determine if suitable habitat is present in the area of the proposed action. If suitable habitat is present (*i.e.*, coastal sage scrub, Riversidean sage scrub) and an action has potential to adversely impact the coastal California gnatcatcher, avoid clearing, grubbing, grading, and associated construction actions in gnatcatcher occupied habitat within the Criteria Cells and/or PQP lands between March 1 and August 15. If this species is detected and a project may be potentially occupied and the habitat cannot be avoided, this habitat cannot be removed from March 1 to August 15 without conducting focused protocol-level surveys to prove absence. If it is determined in the habitat assessment prepared by a qualified biologist that there is no potential habitat for coastal California gnatcatcher to occur within a project site, a conclusion that no suitable habitat is present on the site supported with solid evidence and no other measures are recommended shall be provided to the project applicant and the City of Wildomar Community Development Department. Refer to Figure 5.4-12, *Flow Chart to Coastal Gnatcatcher Recommendations*. BIO-9 If an action that may adversely impact birds or nests (*e.g.*, ground or vegetation disturbance, noise near nesting habitat) and is expected is to occur during the nesting season (generally February 1 through September 15), a pre-construction nesting-bird survey shall be conducted for all suitable nesting habitat within three days prior to ground-disturbing activities associated with the action. The survey shall be conducted by a qualified biologist within a project site plus a buffer for the project as determined by the qualified biologist (based on the action and what bird species may be impacted). If no nesting birds are observed during the survey, site preparation and construction activities may begin. If nesting birds (including nesting raptors) are found to be present, avoidance or minimization measures shall be undertaken to avoid	

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		potential project-related impacts. Measures may include seasonal work restrictions or establishment of a non-disturbance buffer around each active nest until nesting has been completed as determined through periodic nest monitoring by the biologist. The size of the non-disturbance buffer shall be determined by the project biologist. Once nesting is deemed complete by the project biologist, work may resume within the buffer. Refer to Figure 5.4-13, *Flow Chart to Guide Special-Status Wildlife (Including Protected Birds/Nests) Recommendations*.	
Impact 5.4-2: Implementation of the Proposed General Plan could impact sensitive natural communities, including wetlands and riparian habitat.	Potentially Significant	See Mitigation Measures BIO-1 and BIO-2. BIO-10 If an action may impact sensitive natural vegetation communities, an environmental analysis to determine if there is potential for sensitive natural communities or other protected vegetation communities shall be conducted by a qualified biologist. If it is determined that in the habitat assessment prepared by a qualified biologist that there are no sensitive natural communities or other protected vegetation communities within a project site, no other measures are recommended. If sensitive natural communities (riparian habitat, riverine areas, vernal pools) are identified within the impact area (permanent and temporary, direct and indirect), appropriate measures to avoid, minimize, or mitigate for impacts to sensitive natural communities shall be implemented. If riparian/riverine resources and vernal pools are proposed for avoidance, the habitat assessment shall include a commitment to place a conservation easement or deed restriction over the area in order to demonstrate that the area will be protected in perpetuity. If a project cannot avoid riparian/riverine habitat and/or vernal pools in perpetuity (both permanent and temporarily), a DBESP shall be required that would propose mitigation that demonstrates equivalent or superior function and value, and shall be submitted to the City of Wildomar Community Development Department and applicable Wildlife Agencies. Refer to Figure 5.4-15, *Flow Chart to Guide Riparian Habitat/Riverine Areas and Vernal Pools.*	Less Than Significant

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
		BIO-11	If an action will impact riparian habitat as determined by a qualified biologist, a Lake and Streambed Alteration Agreement, pursuant to Section 1602 of the California Department of Fish and Game Code shall be obtained prior to the start of ground disturbing activities. Minimization measures will be developed during consultation with CDFW as part of the Lake and Streambed Alteration Agreement process to ensure protections for affected fish and wildlife resources.	
		BIO-12	If an action has the potential to impact aquatic resources, an environmental analysis (*i.e.*, a preliminary aquatic resources delineation) shall be conducted to determine if potentially regulated aquatic resources occur within a project site. A qualified wetland delineator shall conduct the environmental analysis and it shall include review of the best available hydrological information, a reconnaissance-level site visit, and an evaluation of aquatic resources to determine the potential for regulated aquatic resources to occur within a project site. If it is determined in the habitat assessment prepared by a qualified biologist that there are no potentially regulated aquatic resources, no other measures are recommended and the habitat assessment shall be submitted to the City of Wildomar Community Development Department and applicable Wildlife Agencies. If conditions or circumstances change after the environmental analysis is conducted and prior to ground-disturbing activities associated with the action, the validity of the results shall be confirmed or an updated environmental analysis shall be conducted prior to impacting a project site. Refer to Figure 5.4-16, *Flow Chart to Guide Aquatic Resources Recommendations.*	
		BIO-13	If an action may impact potentially regulated aquatic resources, an aquatic resources delineation shall be conducted by a qualified biologist for a project consistent with the methods detailed within the Corps of Engineers Wetlands Delineation Manual (Environmental Laboratory 1987), Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region	

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		(USACE 2008), and State Wetlands Definitions and Procedures for Discharges of Dredged and Fill Material to Waters of the State, and local policies by the CDFW regarding their jurisdiction, following the definitions contained within the California Fish and Game Code pertaining to regulated resources (lakes, streams, and associated hydrophytic vegetation). If it is determined by a qualified biologist that potentially regulated aquatic resources are absent from a project site or will not be impacted by the action, no other measures are recommended and the habitat assessment shall be submitted to the City of Wildomar Community Development Department and USACE. If it is determined that potentially regulated aquatic resources may be impacted by the action, the delineation shall be submitted to the USACE, and a Preliminary Jurisdictional Determination or Approved Jurisdictional Determination shall be obtained. The project applicant shall obtain all required permits from the USACE and applicable agencies prior to the start of construction activities. Refer to Figure 5.4-16, *Flow Chart to Guide Aquatic Resources Recommendations.*	
Impact 5.4-3: The proposed project could affect wildlife movement in and around the City.	Potentially Significant	See Mitigation Measures BIO-1, BIO-2, BIO-7, BIO-8, and BIO-9. BIO-14 If an action will substantially impact wildlife movement, established wildlife corridors, or impede the use of nursery sites, measures to avoid, minimize, or mitigate for significant impacts shall be determined in consultation with the appropriate regulatory agency (*e.g.,* CDFW, USFWS, NMFS) and implemented prior to the start of ground disturbing activities. Refer to Figure 5.4-17, *Flow Chart to Guide Wildlife Corridor and Movement Protection Recommendations*.	Less Than Significant

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.4-4: Future projects in accordance with the Proposed General Plan would be required to comply with the Western Riverside Multiple Species Habitat Conservation Plan, the Stephens' Kangaroo Rat Conservation Plan, and the City of Wildomar's local biological resources polices and ordinances.	Less Than Significant	No mitigation measures are required.	Less Than Significant
5.5 CULTURAL RESOURCES			
Impact 5.5-1: Future development under the proposed project could impact an identified historic resource.	Potentially Significant	CUL-1 **Site-Specific Cultural Resources Study and Evaluation of Resources.** For projects that are on land that has not previously been developed, or will involve construction on areas where no previous ground disturbance or excavation has occurred, or for structures that are 50 years of age, a site-specific cultural resources study shall be completed prior to project approval. This site-specific cultural resources study shall include, but not be limited to a, records search with the California Historical Resource Information System, review of historical documents, a Sacred Lands File search with the NAHC, and a field survey/site effort. The findings of the study shall be submitted as a report that follows the California Office of Historic Preservation's recommended content and format. The report will provide the historic context, methods, results, and recommendations for appropriate findings.	Significant and Unavoidable
Impact 5.5-2: Future development of the proposed project could impact archaeological resources.	Potentially Significant	See Mitigation Measure TCR-1 through Mitigation Measure TCR-8 in Section 5.18, *Tribal Cultural Resources.*	Less Than Significant
Impact 5.5-3: Future grading activities could potentially disturb human remains.	Potentially Significant	See Mitigation Measure TCR-7 in Section 5.18, *Tribal Cultural Resources*. CUL-2 **Human Remains.** If potential human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner	Less Than Significant

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant" (MLD). The MLD shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. No photographs are to be taken of any human remains and/or cremations except by the coroner, with written approval by the consulting tribe(s).	
5.6 ENERGY			
Impact 5.6-1: Implementation of the Proposed General Plan would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.6-2: The Proposed General Plan would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	Less Than Significant	No mitigation measures are required.	Less Than Significant
5.7 GEOLOGY AND SOILS			
Impact 5.7-1: Project residents, employees, and visitors could be subject to potential seismic-related hazards.	Potentially Significant	GEO-1 The project applicant/developer shall incorporate the recommendations of a project's geotechnical report into project plans related to a proposed project. A project's building plans shall demonstrate that they incorporate all applicable recommendations of the geotechnical report and comply with all applicable requirements of the latest adopted version of the California Building Code.	Less Than Significant
Impact 5.7-2: Unstable geologic unit or soils conditions, including soil erosion and loss off topsoil, could result from development of the proposed project.	Potentially Significant	See Mitigation Measure GEO-1.	Less Than Significant

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.7-3: Soil conditions would adequately support proposed septic tanks.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.7-4: Development under the proposed project could directly or indirectly destroy a unique paleontological resource or unique geologic feature.	Potentially Significant	GEO-2 Prior to issuance of a grading permit, the project applicant shall retain a Certified Paleontologist to assess the potential for presence of paleontological resources and the potential for project construction to affect such resources if present. If it is determined, to the satisfaction of the City, that there is low potential for discovery or disturbance of paleontological resources, no further action shall be required. If potential for discovery is deemed moderate to high, the project applicant shall retain a Certified Paleontologist to monitor all initial ground-disturbing activities in native soils or sediments. If the paleontologist, upon observing initial earthwork, determines there is low potential for discovery, no further action shall be required, and the paleontologist shall submit a memo to the City confirming findings of low potential. Should any paleontological resources (i.e., fossils) be uncovered during project construction activities, all work within a 100-foot radius of the discovery site shall be halted or diverted to other areas on the site and the City shall be immediately notified. A Certified Paleontologist shall evaluate the finds and recommend appropriate next steps to ensure that the resource is not substantially adversely impacted, including but not limited to avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. Further ground disturbance shall not resume within a 100-foot radius of the discovery site until an agreement has been reached between the project applicant, a Certified Paleontologist, and the City as to the appropriate preservation or mitigation measures to ensure that the resource is not substantially adversely impacted. Salvage and collection of significant fossils shall be done in accordance with the Society of Vertebrate Paleontology guidelines. Any paleontological resources salvaged shall be provided for curation at a local curation facility, or	Less Than Significant

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
			any other local museum or repository, such as the Western Science Center or World Museum of Natural History, willing and able to accept and house the resource to preserve for future scientific study.	
5.8 GREENHOUSE GAS EMISSIONS				
Impact 5.8-1: Implementation of the Proposed General Plan would result in an increase in GHG emissions and would not place the City on a trajectory to achieve the goals established under Executive Order S-03-05 or progress toward the State's carbon neutrality goal.	Potentially Significant	GHG-1	The City of Wildomar shall participate in implementation and future updates of the Subregional Climate Action Plan (CAP) led by the Western Riverside Council of Government (WRCOG) with a focus on strategies that provide community-wide greenhouse gas (GHG) emission reductions in the City's planning area. The City shall conduct regular monitoring and reporting of community-wide GHG emissions to ensure progress toward reducing community-wide GHGs and work with WRCOG and partners to update the Subregional CAP on a regulator basis to ensure long-term reduction in GHG emissions. The City shall prepare a list of quantified GHG reduction measures or best management practices for use by new development subject to the City's discretionary review process, that are consistent with the Subregional CAP.	Significant and Unavoidable
Impact 5.8-2: Implementation of the Proposed General Plan would not conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions.	Less Than Significant	No mitigation measures are required.		Less Than Significant
5.9 HAZARDS AND HAZARDOUS MATERIALS				
Impact 5.9-1: Project construction and operations would not create a significant impact due to the transport, use, and/or disposal of hazardous materials or due to reasonably foreseeable upset and accident conditions; and would not impact an existing or proposed school.	Less Than Significant	No mitigation measures are required.		Less Than Significant

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.9-2: The City is on a list of hazardous materials sites, but would not create a significant hazard to the public or environment.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.9-3: The City is not located in the vicinity of an airport or within the jurisdiction of an airport land use plan.	No Impact	No mitigation measures are required.	No Impact
Impact 5.9-4: Project development would not affect the implementation of an emergency responder or evacuation plan.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.9-5: Portions of the City are in a very high fire hazard severity zones and could expose structures and/or residences to fire hazards.	Potentially Significant	HAZ-1 Prior to the issuance of building permits for all projects, the project applicant/developer shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2022 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2022 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2022 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12 7A; and California Fire Code HAZ-2 Prior to the issuance of a certificate of occupancy for all projects, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906 and California Government Code Section 51182.	Less Than Significant

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.10 HYDROLOGY AND WATER QUALITY			
Impact 5.10-1: The proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.10-2: The proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.10-3: The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i) result in substantial erosion or siltation on- or off-site; ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv) impede or redirect flood flows.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.10-4: The proposed project would not, in a flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.	Less Than Significant	No mitigation measures are required.	Less Than Significant

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.10-5: The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	Less Than Significant	No mitigation measures are required.	Less Than Significant
5.11 LAND USE AND PLANNING			
Impact 5.11-1: Project implementation would not divide an established community.	No Impact	No mitigation measures are required.	No Impact
Impact 5.11-2: Project Implementation would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect.	Less Than Significant	No mitigation measures are required.	Less Than Significant
5.12 MINERAL RESOURCES			
Impact 5.12-1: Project implementation could result in the loss of availability of a known mineral resource.	Potentially Significant	MIN-1 Prior to blasting non-rippable bedrock within 100 feet of the federal lode, outcrops shall be inspected for pegmatite dikes or other geological features considered favorable for gemstones or rare earth elements by an experienced igneous petrologist with a master's degree and/or Ph.D. in Geology. If geological units containing museum quality gemstones or anomalously high concentrations of rare earth elements are found, representative specimens shall be documented and provided to an accredited repository such as the University of California, Riverside Earth and Planetary Sciences Museum, the Western Science Center in Riverside County, or any other local museum or repository willing and able to accept and house the resources to preserve for future scientific study.	Less Than Significant
5.13 NOISE			
Impact 5.13-1: Construction activities would result in temporary noise increases in the vicinity of the proposed project.	Potentially Significant	N-1 **Construction Noise Measures.** Construction contractors shall implement the following measures for construction activities conducted in the City of Wildomar. Construction plans submitted to the City shall identify these measures on demolition, grading, and construction plans. The City of Wildomar shall verify that grading,	Significant and Unavoidable

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		demolition, and/or construction plans submitted to the City include these notations prior to issuance of demolition, grading, and/or building permits. ■ During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques (*e.g.,* improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible to maintain construction noise levels at or below the performance standard of 80 dBA Leq. Proper mufflers and/or silencers can achieve a 4 to 5 dBA reduction, while engine enclosers can achieve 8 to 10 dBA reduction ■ Impact tools (*e.g.,* jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools to maintain construction noise levels at or below the performance standard of 80 dBA Leq. Pneumatic tools typically measure at a noise level of 6 to 8 dBA lower than impact tools. ■ Stationary equipment, such as generators and air compressors, shall be located as far as feasible from nearby noise-sensitive uses. ■ Stockpiling shall be located as far as feasible from nearby noise-sensitive receptors. ■ Construction traffic shall be limited, to the extent feasible, to approved haul routes established by the City Planning and Building Agency. ■ At least 10 days prior to the start of construction activities, a	

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City. ■ As noted in 13 CCR 2480 & 2485 under CARB, any law enforcement department, including air districts and CARB, can fine a 10,000 pound or greater truck owner and driver up to $1000 per day for illegal idling. Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes. ■ During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart back-up alarms, which automatically adjust the alarm level based on the background noise level or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws. ■ If construction is anticipated for prolonged periods, as required by the Community Development Director, erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors), as necessary and feasible, to	

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		maintain construction noise levels at or below the performance standard of 80 dBA Leq. Barriers shall be constructed with a solid material that has a density of at least 4 pounds per square foot with no gaps from the ground to the top of the barrier.	
Impact 5.13-2: Project implementation would result in long-term operation-related noise that would exceed local standards.	Potentially Significant	No feasible mitigation measures have been identified	Significant and Unavoidable
Impact 5.13-3: The proposed project would create groundborne vibration and groundborne noise that would cause short-term and long-term vibration.	Potentially Significant	Construction N-2 Vibration Analysis. Prior to issuance of a building permit for a project requiring pile driving during construction within 135 feet of fragile structures, such as historical resources, within 100 feet of nonengineered timber and masonry buildings (*e.g.,* most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. This vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed Federal Transit Administration (FTA) architectural damage thresholds (*e.g.,* 0.12 inches per second [in/sec] peak particle velocity [PPV] for fragile or historical resources, 0.2 in/sec PPV for nonengineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed these thresholds, alternative methods shall be used, such as drilling piles instead of pile driving and static rollers instead of vibratory rollers. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded.	Less Than Significant

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Operation N-3 **Vibration Analysis.** Prior to discretionary approval by the City of Wildomar for industrial development projects subject to review under the California Environmental Quality Act (CEQA) (*i.e.*, nonexempt projects) that utilize equipment that has the potential to result in vibration, a vibration analysis shall be conducted to assess and mitigate potential vibration impacts. This vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer and shall follow the latest CEQA guidelines, practices, and precedents.	
Impact 5.13-4: The proposed project would not expose residents and workers to airport-related noise.	Less Than Significant	No mitigation measures are required.	Less Than Significant
5.14 POPULATION AND HOUSING			
Impact 5.14-1: The proposed project would directly result in population growth in the project area.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.14-2: Project implementation would not result in displacing people and/or housing.	No Impact	No mitigation measures are required.	No Impact
5.15 PUBLIC SERVICES			
FIRE PROTECTION AND EMERGENCY SERVICES			
Impact 5.15-1: The proposed project would introduce new structures, residents, and workers into the Wildomar Fire Department service boundaries, thereby increasing the requirement for fire protection facilities and personnel.	Less Than Significant	No mitigation measures are required.	Less Than Significant

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
POLICE PROTECTION			
Impact 5.15-2: The proposed project would introduce new structures, residents, and workers into the Wildomar Police Department service boundaries, thereby increasing the requirement for police protection facilities and personnel.	Less Than Significant	No mitigation measures are required.	Less Than Significant
SCHOOL SERVICES			
Impact 5.15-3: The proposed project would generate approximately 3,566 new students which would impact the school enrollment capacities at the LEUSD.	Less Than Significant	No mitigation measures are required.	Less Than Significant
LIBRARY SERVICES			
Impact 5.15-4: The proposed project would result in the need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objective.	Less Than Significant	No mitigation measures are required.	Less Than Significant
5.16 RECREATION			
Impact 5.16-1: The proposed project would generate additional residents that would increase the use of existing park and recreational facilities.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.16-2: Implementation of the Proposed General Plan would not result in environmental impacts associated with new and/or expanded recreational facilities.	Less Than Significant	No mitigation measures are required.	Less Than Significant

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.17 TRANSPORTATION			
Impact 5.17-1: The proposed project would be consistent with adopted programs, plans, and policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.17-2: The proposed project would conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).	Potentially Significant	There are no feasible mitigation measures at the General Plan-level.	Significant and Unavoidable
Impact 5.17-3: The proposed project would not result in a substantial increase in hazards due to a geometric design feature (*e.g.*, sharp curves or dangerous intersections) or incompatible uses (*e.g.*, farm equipment), or result in inadequate emergency access.	Less Than Significant	No mitigation measures are required.	Less Than Significant
5.18 TRIBAL CULTURAL RESOURCES			
Impact 5.18-1: Implementation of the proposed project could cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources or a local register of historical resources, as defined in Public Resources Code Section 5020.1(k), or determined to be significant pursuant to the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.	Potentially Significant	See Mitigation Measure CUL-2. TCR-1 **Inadvertent Archeological Find.** If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Cultural resources are defined as being multiple artifacts in close association with each other, but also include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the lead agency and Native American Tribe(s) that elected to consult under AB 52 ("Consulting Tribe(s)"). a. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the Community Development Director to discuss the significance of the find.	Less Than Significant

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		b. At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s), developer, and the archaeologist, a decision shall be made, with the concurrence of the Community Development Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources. c. Grading or further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed. d. Treatment and avoidance of the newly discovered resources shall be consistent with the Treatment and Monitoring Agreements entered into with the Consulting Tribe(s) and the applicant. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Mitigation Measures TCR-2 and TCR-7. e. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan (see Mitigation Measure TCR-6) shall be prepared by the project archeologist, in consultation with the Consulting Tribe(s), and shall be submitted to the City for their review and approval prior to implementation of the said plan. f. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and tribal cultural resources. If the landowner and the Consulting Tribe(s) cannot agree on the significance or the mitigation for the archaeological or tribal cultural resources, these issues will be presented to the Community Development Director for decision. The City's Community Development Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological and	

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		tribal cultural resources, recommendations of the project archeologist, and shall take into account the cultural and religious principles and practices of the Consulting Tribe(s). Notwithstanding any other rights available under the law, the decision of the City Community Development Director shall be appealable to the City Planning Commission and/or City Council. TCR-2 Cultural Resources Disposition. In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries: a. One or more of the following treatments, in order of preference, as numbered below, shall be employed with the Consulting Tribe(s). Evidence of such shall be provided to the City of Wildomar Community Development Department: i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources. ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report (see Mitigation Measure TCR-6). The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.	

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees by the Applicant necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods, and Native American human remains, as defined by the cultural and religious practices of the Most Likely Descendant. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report. TCR-3 Archaeologist Retained. Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified Registered Professional Archaeologist (RPA), to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources. The Registered Professional Archaeologist and the Tribal monitor(s) required by Mitigation Measures TCR-4 and TCR-5 shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Registered Professional Archaeologist and the Tribal monitor(s), shall independently have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors.	

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		The developer/permit holder shall submit a fully executed copy of the contract to the Community Development Department to ensure compliance with this condition of approval. Upon verification, the Community Development Department shall clear this condition. In addition, the Registered Professional Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) pursuant to the definition in AB 52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal. Pub. Res. Code Section 21080.3.2(b)(1) of AB 52. Details in the Plan shall include: a. Project grading and development scheduling; b. The Project archaeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis; c. The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent	

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.	
		TCR-4 Native American Monitoring (Pechanga). Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Pechanga Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Community Development Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.	
		TCR-5 Native American Monitoring (Soboba). Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Soboba Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Community Development Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.	
		TCR-6 Archeology Report - Phase III and IV. Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Community Development Department shall review the reports to determine adequate	

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s). TCR-7 Non-Disclosure of Reburial Locations. It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code Section 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial. TCR-8 No-Build Easement or Similar Instrument. In the event that Native American artifacts are found and buried within the project vicinity, a no-build easement, or similar legal instrument, shall be used to preclude future development from taking place on the reburial site(s).	
5.19 UTILITIES AND SERVICE SYSTEMS			
Impact 5.19-1: The proposed project would not require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.19-2: The wastewater treatment provider would have adequate capacity to serve the proposed project's projected demand in addition to the provider's existing commitments.	Less Than Significant	No mitigation measures are required.	Less Than Significant

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.19-3: The proposed project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple-dry years.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.19-4: The proposed project would not require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.19-5: The proposed project would not require or result in the relocation or construction of new or expanded stormwater drainage facilities, the construction or relocation of which could cause significant environmental effects.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.19-6: The proposed project would not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.19-7: The proposed project would comply with federal, state, and local statutes and regulations related to solid waste.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.19-8: Implementation of the proposed project would not require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities, the construction of relocation of which could cause significant environmental effects.	Less Than Significant	No mitigation measures are required.	Less Than Significant

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.20 WILDFIRE			
Impact 5.20-1: Buildout of the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan.	Potentially Significant	See Mitigation Measure HAZ-1 and Mitigation Measure HAZ-2.	Less Than Significant
Impact 5.20-2: The proposed project would not exacerbate wildfire risks due to slope, prevailing winds, and other factors, thereby exposing project occupants to elevated particulate concentrations from a wildfire.	Potentially Significant	See Mitigation Measure HAZ-1 and Mitigation Measure HAZ-2.	Less Than Significant
Impact 5.20-3: The proposed project would require the installation and maintenance of associated infrastructure in areas that are undeveloped or vacant, which could exacerbate fire risk or result in temporary or ongoing impacts to the environment.	Less Than Significant	No mitigation measures are required.	Less Than Significant
Impact 5.20-4: 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 slope instability, or drainage changes.	Less Than Significant	No mitigation measures are required.	Less Than Significant

2. Introduction

2.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The California Environmental Quality Act (CEQA) requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority before taking action on those projects. This draft environmental impact report (DEIR) has been prepared to satisfy CEQA and the CEQA Guidelines. The environmental impact report (EIR) is the public document designed to provide decision makers and the public with an analysis of the environmental effects of the proposed project, to indicate possible ways to reduce or avoid environmental damage and to identify alternatives to the project. The EIR must also disclose significant environmental impacts that cannot be avoided; growth inducing impacts; effects not found to be significant; and significant cumulative impacts of all past, present, and reasonably foreseeable future projects.

Under CEQA, the lead agency is "the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment" (Public Resources Code § 21067). The City of Wildomar has the principal responsibility for approval and implementation of the City of Wildomar Proposed General Plan project. For this reason, the City of Wildomar is the CEQA lead agency for this project.

The intent of this DEIR is to provide sufficient information on the potential environmental impacts of the Proposed General Plan to allow the City of Wildomar to make an informed decision regarding approval of the project. Specific discretionary actions to be reviewed by the City are described in Section 3.4, *Intended Uses of the EIR*.

This DEIR has been prepared in accordance with requirements of the:

- California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code, §§ 21000 et seq.)
- State Guidelines for the Implementation of the CEQA of 1970 (CEQA Guidelines), as amended (14 California Code of Regulations, §§ 15000 et seq.)

The overall purpose of this DEIR is to inform the lead agency, responsible agencies, decision makers, and the general public about the environmental effects of the development and operation of the City of Wildomar Proposed General Plan project. This DEIR addresses effects that may be significant and adverse; evaluates alternatives to the project; and identifies mitigation measures to reduce or avoid potentially significant adverse effects.

2.2 NOTICE OF PREPARATION

The City of Wildomar determined that an EIR would be required for this project and issued a Notice of Preparation (NOP) on September 7, 2023 (see Appendix 2-1). Comments received during the EIR's public review period, from September 7, 2023, to October 6, 2023, are in Appendix 2-1. Table 2-1, *NOP Comment Letters,* summarizes the comments received during the public comment period on the NOP.

Table 2-1 NOP Comment Letters

Agency/Organization/Individual	Date	Summary of Comments	Section of EIR Comment is Addressed
Native American Heritage Commission (NAHC)	9/9/2023	• The NAHC explains CEQA and the requirement for the lead agency to determine substantial impacts to historical resources within the project's area. • The NAHC explains Assembly Bill 52 (AB 52) and Senate Bill 18 (SB 18), which both have tribal consultation requirements. • The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed project as early as possible. • The NAHC summarizes the requirements for AB 52 and SB 18. • The NAHC provides recommendations for cultural resources assessments.	Chapter 5.18, Tribal Cultural Resources
Riverside County Flood Control & Water Conservation District (RivCo)	9/18/2023	• RivCo states that since the District's storm drain facilities would not be impacted, there would be no need for permanent drainage, and there are no Area Drainage Plan fees to be paid. • RivCo has no further comments since the proposed project does not involve construction at this time, but changes under the proposed project may potentially impact future District facilities.	Chapter 5.10, Hydrology and Water Quality, and Chapter 5.19, Utilities and Service Systems
Morongo Band of Mission Indians (Tribe/MBMI) Tribal Historic Preservation Office	9/21/2023	• MBMI recommends tribal participation (tribal monitors) during all ground-disturbing activities. • MBMI requests to initiate AB 52 and SB 18 consultation and requests project information, such as design and mass grading plans, records search, geotechnical report, shapefiles for the project's area of effect, and tribal participation during the pedestrian survey.	Chapter 5.18, Tribal Cultural Resources
California Highway Patrol (CHP)–Temecula Area	9/28/2023	• The CHP expresses concerns that the proposed project would significantly increase traffic volume and result in adverse impacts on the CHP-Temecula Area's ability to provide adequate service in the area. • The CHP states that the General Plan does not address the impact on roadways outside of the City and does not address the significant increase	Chapter 5.17, Transportation

Table 2-1 NOP Comment Letters

Agency/Organization/Individual	Date	Summary of Comments	Section of EIR Comment is Addressed
		of traffic on Interstate 15 or the county roads leading in/out of the City.	
Center for Biological Diversity (CBD)	10/05/2023	• The CBD requested to be added to the City's distribution list for the proposed project.	N/A
City of Menifee	10/11/2023	• Menifee notes that the Land Use Plan does not reflect any specific plans, specifically, the proposed Wildomar Meadows Specific Plan, and asks for clarification on the proposed land use changes for the Wildomar Meadows Specific Plan area. • Menifee requests the opportunity to review and provide comments on the Circulation/Mobility Element. • Menifee states that the proposed project would have cumulative impacts on the City of Menifee Fire Department's ability to provide acceptable level of service, and that future developers would be expected to provide mitigation, and may be required to enter into an agreement with the City of Menifee. • Menifee requests to be notified on all subsequent actions for this project.	N/A Chapter 5.15, Public Services

2.3 SCOPE OF THIS DEIR

The scope of the DEIR was determined based on the CEQA Guidelines Appendix G Checklist and comments received in response to the NOP. Pursuant to Sections 15126.2 and 15126.4 of the CEQA Guidelines, the DEIR should identify any potentially significant adverse impacts and recommend mitigation that would reduce or eliminate these impacts to levels of insignificance.

The information in Chapter 3, *Project Description*, establishes the basis for analyzing future, project-related environmental impacts. However, further environmental review by the City may be required as more detailed information and plans are submitted on a project-by-project basis.

2.4 INCORPORATION BY REFERENCE

According to Section 15150 of the CEQA Guidelines, an EIR may incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public. The following documents are incorporated by reference into this DEIR, and are available for review at the City of Wildomar Community Development Department at 23873 Clinton Keith Road, Wildomar, California, and online at the address noted below.

- City of Wildomar Municipal Code (https://library.qcode.us/lib/wildomar_ca/pub/municipal_code). The Municipal Code contains regulations that apply to new development and contain standards such as payment of impact fees, building setbacks, permit requirements, hours of operation, and types of land use that implement the General Plan. The Municipal Code also includes requirements for water and wastewater connection, refuse disposal, and subdivision standards. The standards of the Municipal Code may be referenced in this EIR as a means of addressing one or more physical impacts.

2.5 FINAL EIR CERTIFICATION

This DEIR is being circulated for public review for 45 days. Interested agencies and members of the public are invited to provide written comments on the DEIR to Matthew C. Bassi, Community Development Director, at mbassi@cityofwildomar.org, or mail comments to 23873 Clinton Keith Road, Suite 110, City of Wildomar, California. Upon completion of the 45-day review period, the City of Wildomar will review all written comments received and prepare written responses for each. A Final EIR (FEIR) will incorporate the received comments, responses to the comments, and any changes to the DEIR that result from comments. The FEIR will be presented to the City of Wildomar for potential certification as the environmental document for the project. All persons who comment on the DEIR will be notified of the availability of the FEIR and the date of the public hearing before the City.

The DEIR is available to the general public for review at the following locations:

- On the City's website: https://www.cityofwildomar.org/212/Environmental-Documents-Center
- On the City's General Plan website: https://envisionwildomar2040.com/
- In person at the City of Wildomar Planning Department: 23873 Clinton Keith Road, Suite 201, Wildomar, CA 92595

2.6 MITIGATION MONITORING

Public Resources Code Section 21081.6 requires that agencies adopt a monitoring or reporting program for any project for which it has made findings pursuant to Public Resources Code Section 21081. Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR.

The Mitigation Monitoring Program for the City of Wildomar will be completed as part of the Final EIR, prior to consideration of the project by the City of Wildomar City Council.

3. Project Description

3.1 PROJECT LOCATION

The City of Wildomar is in southwestern Riverside County, California, and is bordered by the City of Lake Elsinore to the north and northwest, unincorporated Riverside County to the west, City of Murrieta to the south, and City of Menifee to the east. Interstate and regional access to the City is provided by Interstate 15 (I-15), which runs in a general north-south direction through the City. Figure 3-1, *Regional Location,* and Figure 3-2, *Citywide Aerial,* show the City in its regional and local contexts.

3.2 STATEMENT OF OBJECTIVES

The adopted vision for the City is:

> "The City of Wildomar will be a safe and active community with responsible growth and quality infrastructure while keeping a hometown feel."

The City understands that growth will occur and that there is a benefit to directing new growth, and different types of development, into areas best suited for mixed-use and modestly higher densities. As the City is largely comprised of existing low-density neighborhoods, vertical and horizontal mixed-use, townhomes, and higher density, has not been the tradition. Nonetheless the proposed project includes modest mixed-use areas intended to blend new compact development into the small-town character of the City without overwhelming the adjacent neighborhoods. This approach represents a measured step toward integrating nodes of mixed-use into areas where services and transportation routes converge. While the scale of development could be greater, and changes more drastic, this first change in the fabric of the City is intended to reflect the adopted vision.

Objectives for the City of Wildomar Proposed General Plan project will aid decision makers in their review of the proposed project and its potential environmental impacts:

1. Increase jobs in the City to encourage more residents to shop and work locally and reduce commuting out of the City.

2. Maintain and enhance conservation areas.

3. Focus growth along major corridors, thereby reducing change in the neighborhoods.

4. Provide for mixed use development in areas of the City where services and transportation converge, at a density and intensity that is modestly higher than the surrounding neighborhood.

3.3 PROJECT CHARACTERISTICS

"Project," as defined by the CEQA Guidelines, means:

> ... the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)…enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700. (14 Cal. Code of Reg. § 15378[a]).

3.3.1 Description of the Project

When the City incorporated in 2008, it adopted Riverside County's General Plan. The project is an update to the City's General Plan, which will be the first City-specific General Plan for Wildomar. The General Plan is a State-required land use planning document that provides guidance to decision-makers regarding the allocation of resources and the future physical form and character of development in the City. It is the City's official and overarching policy statement regarding the location, extent, and types of development needed to achieve the community's physical, economic, social, and environmental goals. Although the General Plan is composed of individual sections, or "elements," that individually address a specific area of concern, the General Plan embodies a comprehensive and integrated planning approach for the jurisdiction. This section of the DEIR summarizes the Proposed General Plan's components. More information on the Proposed General Plan is available on the City's website: https://envisionwildomar2040.com/.

3.3.2 Proposed General Plan

The Proposed General Plan will provide the long-term planning framework for the improvements needed to accommodate the City's growing population over the 20-year planning horizon. The proposed project is a comprehensive update of the current General Plan to conform with new State laws related to community health, environmental justice, climate adaption, resiliency, and mobility, and to bring long-term growth and fiscal projections into alignment with current economic conditions and state mandates. The Draft General Plan is included as Appendix 3-1, *Draft General Plan*, to this DEIR.

Proposed General Plan Elements

- **Land Use Element:** The land use element will address the type, distribution, intensity, and density of land uses within the City. The element will include and support the City's design standards and address land-use-adjacency issues.

- **Circulation Element:** This element will include minor revisions to combine the City's mobility plan and Active Transportation Plan (ATP) documents into a single element.

- **Recreation and Community Services Element:** This element will make sure natural topography and features, such as Murrieta Creek, are integrated in recreational spaces where possible. This element will also address the full range of community services offered to residents in Wildomar.

Figure 3-1 - Regional Location

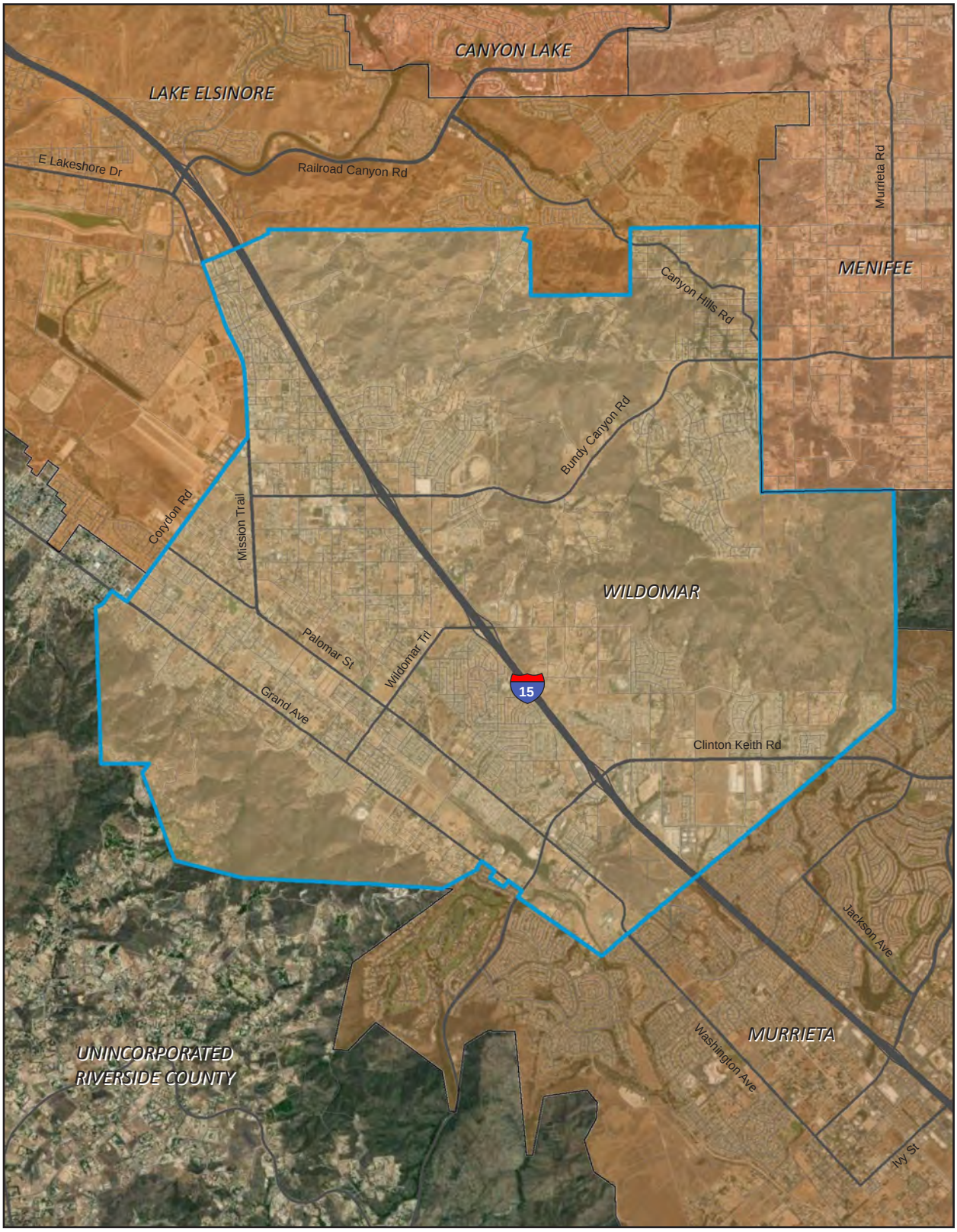


City of Wildomar Boundary

Note: Unincorporated county areas are shown in white.
Source: Generated using ArcMap 2022.

0 3
Scale (Miles)

Figure 3-2 - Citywide Aerial



City of Wildomar Boundary

0 1
Scale (Miles)

Source: Generated using ArcMap 2022.

- **Open Space and Conservation Element:** Wildomar has recreational open space areas and areas of habitat conservation governed by the Riverside County Multiple Species Habitat Conservation Plan (MHSCP). This element is intended to maintain and preserve natural open space in the community.

- **Noise Element:** This element establishes standards for noise that are implemented through the City's Noise ordinance. The element also notes areas where sensitive uses may not be appropriate because of high existing or proposed noise levels.

- **Housing and Safety Elements:** The 2021-2029 Housing and Safety Elements have been adopted and are not slated for revision as they comply with state law. The only change to these elements may be to reformat them to match the rest of the Proposed General Plan.

- **Economic Development Element:** This element will establish goals and policies to ensure a balanced mix of land uses that achieve fiscal sustainability and resilience, contribute to a positive quality of life, and reduce the need for in- and out-commuting.

- **Climate Action Memorandum:** Rather than a stand-alone Climate Action Plan to support communitywide greenhouse gas reductions, the Climate Action Memorandum will provide an analysis of feasible mitigation measures that could be applied to future development projects.

Environmental Justice policies are embedded throughout the relevant elements of the Proposed General Plan.

Proposed General Plan Buildout

During the 20-year planning horizon (referred to as "buildout" throughout this DEIR) of the Proposed General Plan, the City could potentially grow by 8,992 dwelling units, 27,999 residents, 2,965,538 square feet of nonresidential uses, and 6,724 jobs compared to existing conditions, as shown in Table 3-1, *Proposed General Plan Buildout*.

Table 3-1 Proposed General Plan Buildout

	Dwelling Units	Population	Non-Residential Square Footage	Employment
Existing	11,988	37,326	2,992,377	5,841
Proposed General Plan	20,980	65,325	5,957,915	12,115
Net Change	*8,992*	*27,999*	*2,965,538*	*6,274*

Source: City of Wildomar and PlaceWorks 2023

Proposed General Plan Land Use Changes

Changes to the land use designations fall into three categories: Administrative Changes, Land Use Changes Reflecting Ground Conditions, and Focus Area Changes. Figure 3-3, *Existing Land Use Plan,* and Figure 3-4, *Proposed Land Use Plan,* show the existing and proposed land use designations in the City.

Administrative Changes

Land use changes as a result of an administrative action were made as a result of addressing opportunities to streamline the land use designations from the Riverside County General Plan (*i.e.,* the City's current General Plan) to more accurately reflect Wildomar's specific needs and to eliminate redundancy. For this purpose, the Rural Community (RC) residential designations were combined with the lowest Community Development designations (Estate Density Residential [EDR], Very Low Density Residential [VLDR], and Low Density Residential [LDR]).. Lastly, the Riverside County General Plan Overlays, such as Community Development Overlay (CDO), Community Center Overlay (CCO), Rural Village Overlay (RVO) Rural Village Study Area (RVOSA), Specific Community Development Designation Overlays, and Policy Areas will be eliminated.

Table 3-2, *Proposed General Plan Land Use Conversion Table*, compares the current General Plan land use designations with the proposed land use designations. Changes to the land use designations under the Proposed General Plan are shown in underline and ~~strikethrough~~.

Current densities and intensities in most land use categories were unchanged. Additional revisions to the land use designation definitions were made to clarify the guidelines for clustering residences in the Rural Mountainous (RM) designation, indicate a maximum density in the Highest Density Residential (HHDR) designation, expand the allowed uses in the Light Industrial (LI) designation to allow for complementary commercial uses, and better define the Mixed Use Planning Area (MUPA) designation by creating two new distinct mixed-use designations—Mixed Use Low (MUL) and Mixed Use High (MUH). Administrative adjustments were also made to the boundaries of some land use designations to align them with parcel boundaries and eliminate parcels with split designations.

3. Project Description

Table 3-2 Proposed General Plan Land Use Conversion Table

Current General Plan			Proposed General Plan		
Designation	Description	Density	New Designation	New Description	Density
Residential					
RM: Rural Mountainous	Single-family residential uses with a minimum lot size of 10 acres. Areas of at least 10 acres where a minimum of 70% of the area has slopes of 25% or greater. Allows limited animal keeping, agriculture, recreational uses, compatible resource development (which may include the commercial extraction of mineral resources with approval of a SMP) and associated uses and governmental uses.	10-acre minimum	RM: Rural Mountainous	~~Single-family residential uses with a minimum lot size of 10 acres.~~ ~~Areas of at least 10 acres where a minimum of 70% of the area has slopes of 25% or greater.~~ ~~Allows limited animal keeping, agriculture, recreational uses, compatible resource development (which may include the commercial extraction of mineral resources with approval of a SMP) and associated uses and governmental uses.~~ Provides for single-family detached residential uses within mountainous areas of the City, with a minimum lot size of 10 acres. Clustering of residential uses on smaller lots is allowed to minimize grading and alteration of natural landforms, including visually significant ridgelines, but the total number of units cannot exceed the 1 unit per 10-acre ratio. Clustering is also encouraged to avoid sensitive natural habitat areas and hazardous conditions such as landslides. Also provides for animal keeping and limited agriculture.	~~10-acre minimum~~ 1 du/10 acres
RR: Rural Residential[1]	Single-family residences with a minimum lot size of 5 acres. Allows limited animal keeping and agricultural uses, recreational uses, compatible resource development (not including the commercial extraction of mineral resources) and associated uses and governmental uses.	5-acre minimum	~~RR: Rural Residential~~ LLR: Large Lot Residential	Single-family detached residences with a minimum lot size of 5 acres. Allows ~~limited~~ animal keeping and agricultural uses, recreational uses, compatible resource development (not including the commercial extraction of mineral resources), and associated uses and governmental uses.	1 du/5 acres ~~5-acre minimum~~
EDR: Estate Density Residential	Single-family detached residences on large parcels of 2 to 5 acres. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.	0.2-0.5 du/acre	EDR: Estate Density Residential	Single-family detached residences on large parcels of 2 to 5 acres in size. ~~Limited~~ Agriculture and animal keeping is allowed ~~permitted, however, intensive animal keeping is discouraged~~.	1 du/2–5 acres ~~0.2-0.5 du/acre~~

Table 3-2 Proposed General Plan Land Use Conversion Table

Current General Plan			Proposed General Plan		
Designation	Description	Density	New Designation	New Description	Density
EDR-RC: Estate Density Residential-Rural Community	Single-family detached residences on large parcels of 2 to 5 acres, Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.	0.2-0.5 du/acre	~~EDR-RC: Estate Density Residential-Rural Community~~	~~Single-family detached residences on large parcels of 2 to 5 acres, Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.~~	~~0.2-0.5 du/acre~~
VLDR: Very Low Density Residential	Single-family detached residences on large parcels of 1 to 2 acres. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.	0.5-1 du/acre	VLDR: Very Low Density Residential	Single-family detached residences on large parcels of 1 to 2 acres in size. ~~Limited~~ Agriculture and animal keeping is allowed ~~permitted, however, intensive animal keeping is discouraged~~.	1 du/1–2 acres ~~0.5-1 du/acre~~
VLDR-RC: Very Low Density Residential-Rural Community	Single-family detached residences on large parcels of 1 to 2 acres. Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.	0.5-1 du/acre	~~VLDR-RC: Very Low Density Residential-Rural Community~~	~~Single-family detached residences on large parcels of 1 to 2 acres. Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.~~	~~0.5-1 du/acre~~
LDR: Low Density Residential	Single-family detached residences on large parcels of ½ to 1 acre. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.	1-2 du/acre	LDR: Low Density Residential	Single-family detached residences on large parcels of ½ to 1 acre in size. ~~Limited~~ Agriculture and animal keeping is allowed ~~permitted, however, intensive animal keeping is discouraged~~.	1–2 du/acre
LDR-RC: Low Density Residential-Rural Community	Single-family detached residences on large parcels of ½ to 1 acre. Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.	1-2 du/acre	~~LDR-RC: Low Density Residential-Rural Community~~	~~Single-family detached residences on large parcels of ½ to 1 acre. Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.~~	~~1-2 du/acre~~

3. Project Description

Table 3-2 Proposed General Plan Land Use Conversion Table

Current General Plan			Proposed General Plan		
Designation	Description	Density	New Designation	New Description	Density
MDR: Medium Density Residential	Single-family detached and attached residences with a density range of 2 to 5 dwelling units per acre. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged. Lot sizes range from 5,500 to 20,000 sq. ft., typical 7,200 sq. ft. lots allowed.	2-5 du/ac	MDR: Medium Density Residential	Single-family detached and attached residences with a density range of 2 to 5 dwelling units per acre. ~~Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.~~ ~~Lot sizes range from 5,500 to 20,000 sq. ft., typical 7,200 sq. ft. lots allowed.~~	2–5 du/ac
MHDR: Medium High Density Residential	Single-family attached and detached residences with a density range of 5 to 8 dwelling units per acre. Lot sizes range from 4,000 to 6,500 sq. ft.	5-8 du/acre	MHDR: Medium High Density Residential	Single-family attached and detached residences with a density range of 5 to 8 dwelling units per acre. Lot sizes range from 4,000 to 6,500 sq. ft.	5–8 du/acre
HDR: High Density Residential	Single-family attached and detached residences, including townhomes, stacked flats, courtyard homes, patio homes, townhouses, and zero lot line homes.	8-14 du/acre	HDR: High Density Residential	Single-family attached and detached residences, including townhomes, stacked flats, courtyard homes, patio homes, townhouses, and zero lot line homes.	8-14 du/acre
VHDR: Very High Density Residential	Single-family attached residences and multi-family dwellings.	14-20 du/acre	VHDR: Very High Density Residential	Single-family <u>and multifamily</u> attached <u>and detached</u> residences, <u>including townhouses, stacked flats, courtyard homes, patio homes, triplexes, and zero lot line homes with a density range of 14 to 20 dwelling units per acre</u>~~ and multi-family dwellings~~.	14–20 du/acre
HHDR: Highest Density Residential	Multi-family dwellings, includes apartments and condominium. Multi-storied (3+) structures are allowed.	20+ du/acre	HHDR: Highest Density Residential	Multifamily <u>attached residences</u>~~ dwellings~~, <u>including stacked flats</u>~~ includes apartments and condominium. Multi-storied (3+) structures are allowed~~.	20<u>–40</u> du/acre

3. Project Description

Table 3-2 Proposed General Plan Land Use Conversion Table

Current General Plan			Proposed General Plan		
Designation	Description	Density	New Designation	New Description	Density
Commercial					
CO: Commercial Office	Variety of office related uses including financial, legal, insurance, and other office services.	0.35-1.0 FAR	CO: Commercial Office	Variety of office related uses, including financial, legal, insurance, ~~and~~ other office services.	0.35–1.0 FAR
CR: Commercial Retail	Local and regional serving retail and service uses. The amount of land designated for Commercial Retail exceeds that amount anticipated to be necessary to serve the County's population at buildout. Once buildout of Commercial Retail reaches the 40% level within any Area Plan, additional studies will be required before CR development beyond the 40% will be permitted.	0.20-0.35 FAR	CR: Commercial Retail	Local and regional serving commercial/retail and service uses. ~~The amount of land designated for Commercial Retail exceeds that amount anticipated to be necessary to serve the County's population at buildout. Once buildout of Commercial Retail reaches the 40% level within any Area Plan, additional studies will be required before CR development beyond the 40% will be permitted.~~	0.20–0.35 FAR
Mixed Use					
MUPA: Mixed Use Planning Area	This designation is applied to areas outside of Community Centers. The intent of the designation is not to identify a particular mixture or intensity of land uses, but to designate areas where a mixture of residential, commercial, office, entertainment, educational, and/or recreational uses, or other uses is planned.	N/A	MUL: Mixed Use Low	This designation provides for neighborhood-serving goods and services and residential uses in a mixed-use format (vertical to horizontal)..With a single parcel, a mix of uses or single use are permitted. No minimum percentage of any use type is required.	5–30 du/acre for residential portion; 1.0 FAR for non-residential
			MUH: Mixed Use High	This designation is applied throughout the City with a minimum lot size of 2 acres. ~~areas outside of Community Centers~~. The intent of this designation is ~~not~~ to require ~~identify~~ a ~~particular~~ mixture ~~or intensity~~ of land uses~~, but to designate areas~~, including multifamily residential (30% to 50% of the site) and commercial/office/entertainment/ educational and/or recreational uses in a mixed-use format (*i.e.*, master planned).	30–40 du/acre for multifamily portion; 2.0 FAR for non-residential
Industrial					
BP: Business Park	Employee intensive uses, including research and development, technology centers, corporate offices, "clean" industry and supporting retail uses.	0.25-0.60 FAR	BP: Business Park	Employee-intensive uses, including research and development, technology centers, corporate offices, "clean" industry, and supporting retail uses.	0.25–0.60 FAR

3. Project Description

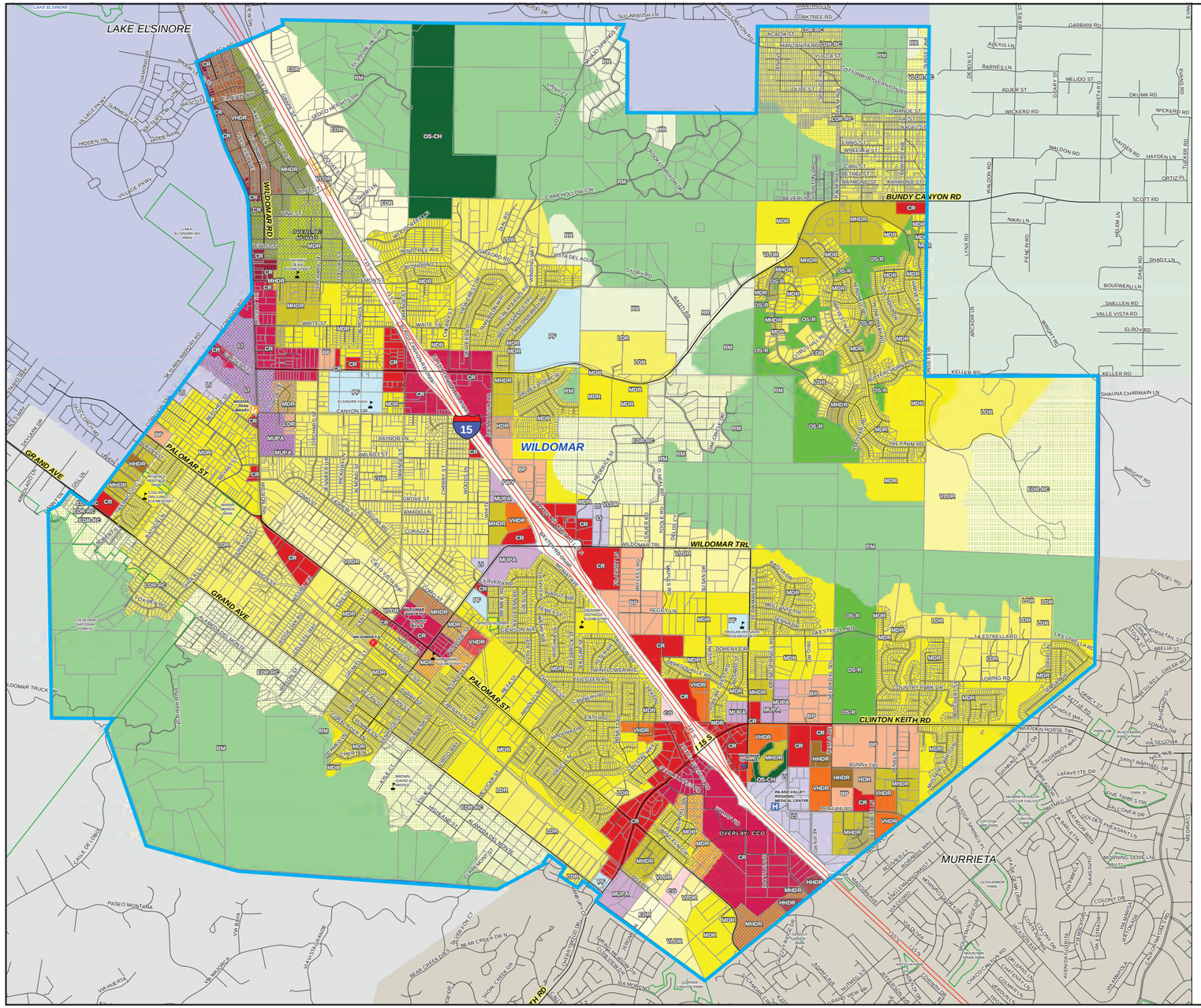
Table 3-2 Proposed General Plan Land Use Conversion Table

Current General Plan			Proposed General Plan		
Designation	Description	Density	New Designation	New Description	Density
LI: Light Industrial	Industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses.	0.25-0.60 FAR	LI: Light Industrial	Industrial and related uses, including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses. Also provides a suitable location for start-up businesses and "maker" spaces for breweries, arts and crafts, clothing, food, and similar small-scale industries.	0.25–0.60 FAR
Other					
OS-R: Open Space Recreation	Recreational uses including parks, trails, athletic fields, and gold courses. Neighborhood parks are permitted within residential land uses.	N/A	OS-R: Open Space Recreation	Recreational uses including but not limited to public/private parks, trails, athletic fields, and golf courses. Neighborhood parks are permitted within residential land uses.	N/A
OS-CH: Open Space Conservation Habitat	Applies to public and private lands conserved and managed in accordance with adopted Multi Species Habitat and other Conservation Plans.	N/A	OS-CH: Open Space Conservation Habitat	Applies to public and private lands conserved and managed in accordance with adopted Multispecies Habitat and other conservation plans.	N/A
PF: Public Facilities	Civic uses such as County administrative buildings and schools.	0.60 FAR	PF: Public Facilities	Civic uses such as ~~County~~ City administrative buildings and schools.	0.60 FAR

FAR = Floor Area Ratio, du = Dwelling Unit, N/A = Not Applicable

[1] The RR: Rural Residential Land Use Designation is different than the R-R (Rural Residential) Zoning Designation.

Figure 3-3 - Existing Land Use Plan



Other
- Schools
- Cityhall
- Firestation
- Hospital
- Library
- Parks

General Plan Overlay
- Community Center
- Mixed Use Planning Area

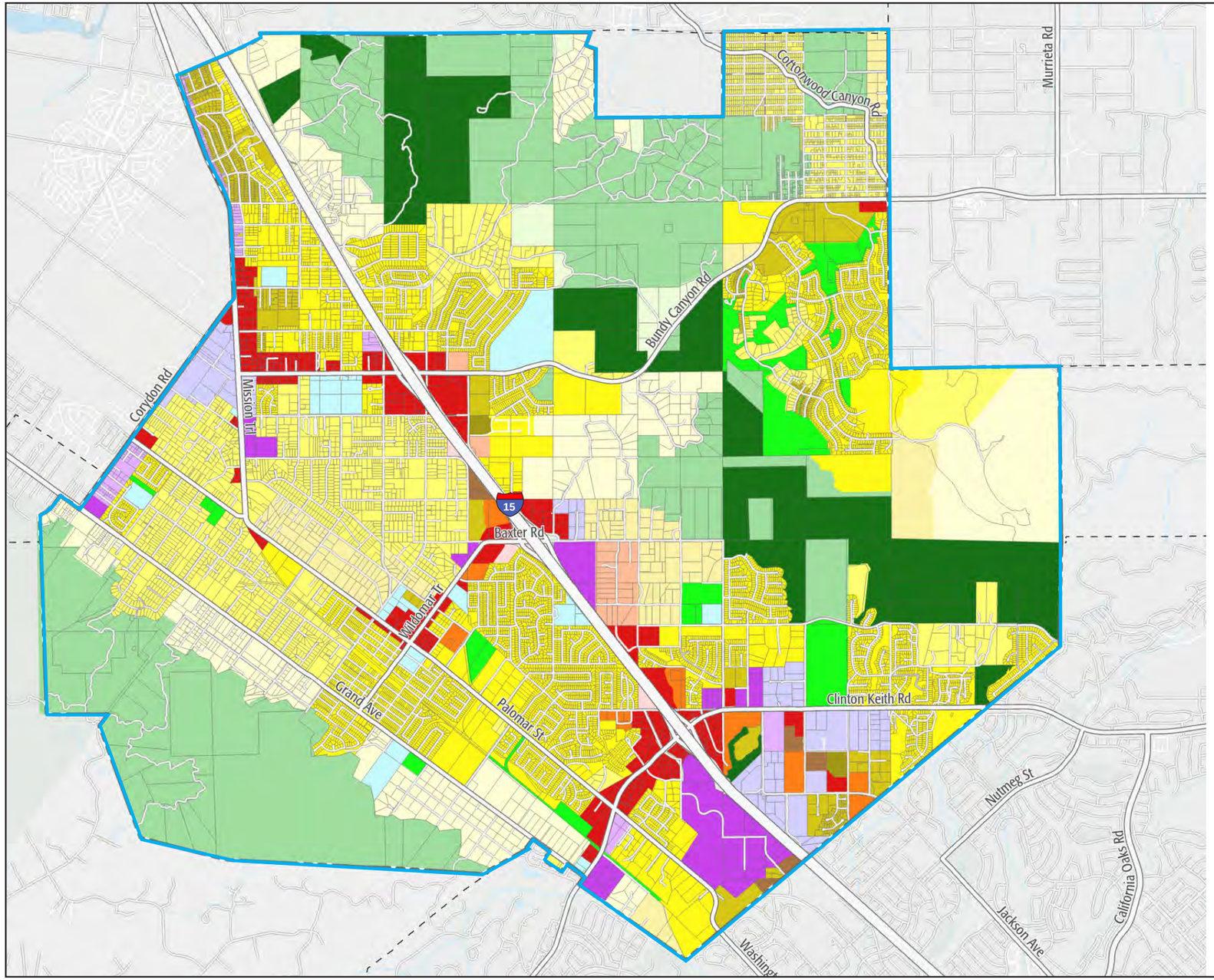
Land Use
- Rural Mountainous
- Estate Density Residential
- EDR-RC
- Very Low Density Residential
- VLDR-RC
- Rural Residential
- Low Density Residential
- LDR-RC
- Medium Density Residential
- Medium High Density Residential
- High Density Residential
- Very High Density Residential
- Highest Density Residential
- Commercial Retail
- Commercial Office
- Light Industrial
- Business Park
- Public Facilities
- Mixed Use Planning Area
- Conservation Habitat
- Open Space Recreation
- Freeway

City of Wildomar Boundary

0 1
Scale (Miles)

Source: City of Wildomar 2022.

Figure 3-4 - Proposed Land Use Plan



Other Jurisdictions
Parcels

Residential

LLR	Large Lot Residential
EDR	Estate Density Residential
VLDR	Very Low Density Residential
LDR	Low Density Residential
MDR	Medium Density Residential
MHDR	Medium High Density Residential
HDR	High Density Residential
VHDR	Very High Density Residential
HHDR	Highest Density Residential

Non-Residential

BP	Business Park
CO	Commercial Office
CR	Commercial Retail
LI	Light Industrial
MUL	Mixed Use Low
MUH	Mixed Use High
PF	Public Facilities

Open Space / Rural

OS-CH	Conservation Habitat
OS-R	Open Space Recreation
RM	Rural Mountainous

City of Wildomar Boundary

0 1
Scale (Miles)

Source: City of Wildomar 2020.

Land Use Changes Reflecting Conditions on the Ground

The second category of revisions comprises changes made to land use designations to reflect existing "on the ground" conditions. This includes areas of the City where residential designations were adjusted to reflect current, lower densities; address community desires for maintaining large-lot properties; and prevent smaller subdivisions. Changes were also made to apply the Public Facilities (PF) designation more consistently throughout the City.

Focus Area Changes

The final category of revisions includes revisions meant to guide future change in nine focus areas and along key corridors. Figure 5.1-1, *Proposed Focus Areas,* in Section 5.1, *Aesthetics,* of this DEIR, shows the locations of the focus areas. The changes recommended for each focus area are:

- **Focus Area 1, Sedco Neighborhood:** Maximum residential densities are reduced to better align with current densities. The Mixed Use Low (MUL) designation, with a density range of 5 to 30 dwelling units per acre and maximum FAR of 1.0, is applied to properties along Mission Trail to reflect the existing mixture of lower density residential and commercial uses and to allow for flexibility in future uses.

- **Focus Area 2, Corydon Corridor:** The Mixed Use High (MUH) designation, with a density range of 30 to 40 dwelling units per acre and maximum FAR of 2.0, is applied to the large parcel at the corner of Corydon Road and Grand Avenue, across from the existing commercial center. The Commercial Retail (CR) designation is applied to the large parcel at the corner of Corydon Road and Palomar Street at the request of a property owner and because of limitations on future usage related to seismic hazards. The Mixed Use Low (MUL) designation is applied to the rest of the area to provide flexibility in future uses at a scale that is sensitive to adjacent residential areas.

- **Focus Area 3, Bundy Canyon Commercial Center:** Commercial use is retained in this area to protect it as a future retail center. On the west side of the area, adjacent to Elsinore High School and existing residential neighborhoods, low density residential and mixed use designations are applied to respect and maximize those adjacencies.

- **Focus Area 4, "Old Town:"** At the intersection of Palomar Street and Wildomar Trail, commercial use is retained, with the possibility for event and community spaces with a unique character befitting this "heart" of the City. The Mixed Use Low (MUL) designation was applied along Wildomar Trail to allow for flexible uses in this important corridor connecting two of the City's future centers of activity. However, the Planning Commission has recommended that those parcels previously identified as Mixed Use Low between Palomar Street and Cervera Road be changed to Commercial Retail (CR). A parcel east of Cervera Road is recommended for change from Light Industrial (LI) to Mixed Use High (MUH) to allow flexibility to integrate with the adjacent mixed use development.

- **Focus Area 5, Wildomar Trail Activity Center:** Across from the Baxter Village Mixed-Use Project, the Mixed Use High (MUH) designation is applied to maximize the opportunity to create a center of commercial and residential activity oriented around prime freeway access and visibility.

- **Focus Area 6, Clinton Keith Neighborhood Center:** At the western terminus of the City's primary commercial thoroughfare, a low density mix of uses is allowed along Clinton Keith Road. To the south, residential designations are standardized at a density consistent with existing development to the east.

- **Focus Area 7, Hidden Springs Development District:** Mixed Use High (MUH) is applied to allow for maximum flexibility for this large vacant property adjacent to the City's commercial heart. A future Specific Plan for this area will allow for consideration of a more fine-grained distribution of uses.

- **Focus Area 8, Re-dustrial Village:** The updated Light Industrial (LI) designation is applied to allow for small-scale manufacturing and complementary commercial services, like a micro-brewery, etc., that could leverage the regenerative agricultural uses envisioned for the future college site and fulfill the area's potential as an economic engine for the City.

- **Focus Area 9, Palomar/Wesley Neighborhood:** Existing commercial uses are preserved, while allowing for medium density residential uses on vacant land.

3.3.3 Proposed Zone Changes

The Zoning Ordinance and Zoning Map will also be updated to reflect the changes in the Proposed General Plan and will be adopted with, or soon after adoption of, the Proposed General Plan.

As part of the proposed project a comprehensive update to the zoning code will be completed to implement the Proposed General Plan and to better represent the City. If the revisions are completed in time, the revised zoning code will be adopted with the Proposed General Plan, otherwise the new zoning code will be adopted soon after. While the complete text of the zoning code is not available at this time, key elements of the update include:

1. **Renaming Zone Titles**. The current zone district titles are linked to Riverside County's zone districts. To clearly differentiate between County and City zoning, the titles of some zone districts are going to be changed. Table 3-3, *Existing and New Zone District Titles,* reflects the existing and proposed name changes. The existing land use standards for the renamed zones will remain unchanged.

Table 3-3 Existing and New Zone District Titles

Previous (Existing) Zone Name	New Zone
R-A: Residential Agriculture	R-A: Residential Agriculture
R-R: Rural Residential	R-R: Rural Residential
N/A	R-M: Residential Mountainous
R-1: One Family Dwelling	R-1: Residential Low
R-2: Multiple-Family Dwelling	R-2: Residential Medium
R-3: General Residential	R-3: Residential Medium High
R-T: Mobile Home Subdivision/Park	R-T: Mobile Home Subdivision/Park
C-1/C-P: General Commercial	C-G: Commercial General
C-P-S: Scenic Highway Commercial	C-H: Commercial Highway
I-P: Industrial Park	M-I: Manufacturing/Industrial
R-5: Open Space Residential	O-S: Open Space
N/A	MUL: Mixed Use – Low
N/A	MUH: Mixed Use-High

2. **Removal of 23 Unnecessary Zone Districts**. Table 3-4, *Disposition of Existing Zone Districts,* shows zone districts that were removed as they do not apply to the City of Wildomar or were combined with other zone districts. One intent of the update to the zoning code is to make it more reflective of the City and less of the entire Riverside County.

Table 3-4 Disposition of Existing Zone Districts

Current Zone Name		Action
A-D	Agriculture – Dairy	Delete
A-1	Light Agriculture	Delete
A-2	Heavy Agriculture	Delete
A-P	Light Agriculture with Poultry	Delete
Residential Zones		
R-1	One-Family Dwelling	N/A
R-1A	One-Family Dwelling Mountain Resort	Delete
R-2	Multiple-Family Dwelling	N/A
R-2A	Limited Multiple-Family Dwelling	Delete
R-3	General Residential	N/A
R-3A	Village Tourist Residential	Delete
R-4	Planned Residential	N/A
R-5	Open Space Combing Zone, Residential Developments	Change to O-S, Open Space

Table 3-4 Disposition of Existing Zone Districts

Current Zone Name		Action
R-6	Residential Incentive	Delete
R-A	Residential Agriculture	N/A
R-R	Rural Residential	N/A
R-T	Mobile Home Subdivisions and Mobile Home Parks	N/A
R-T-R	Mobile Home Subdivision Rural	Delete
R-R-O	Rural Residential, Outdoor Advertising	Delete
Commercial Zones		
C-1 and C-P	General Commercial	Change to C-G, Commercial General
C-P-S	Scenic Highway Commercial	Change to C-H, Commercial Highway
C-R	Rural Commercial	Delete
C-O	Commercial Office	Change to C-G, Commercial General
Industrial, Manufacturing, Other Zones		
I-P	Industrial Park	Change to M-I, Manufacturing/Industrial
M-SC	Manufacturing-Service Commercial	Delete
M-M	Manufactured- Medium	Delete
M-H	Manufactured- Heavy	Delete
M-R	Mineral Resources	Delete
M-R-A	Mineral Resources and Related Manufacturing	Delete
S-P	Specific Plan	Delete
C-V	Citrus/Vinyard	Delete
C-C/V	Commercial Citrus/Vinyard	Delete
W-1	Watercourse, Watershed, and Conservation Areas	Delete
W-2	Controlled Development Ares with Mobile Home	Delete
W-E	Wind Energy Resource	Delete
R-D	Regulated Development Areas	Delete
N-A	Natural Assets	Delete

3. **Three New Zone Districts**. The Proposed General Plan has a Mixed Use Low and Mixed Use High zone that allow for a mix of non-residential and residential uses either vertically (in the same building) or horizontally (on the same site but not necessarily in the same building). Additionally, while there are steep slopes and resource conservation areas where development will likely never occur, the City does not have an open space zone district to limit or prohibit development that does not also allow housing. The revised zoning code will have an Open Space zone that will reflect the need of the land.

4. **Zone Intensities and Densities**. Apart from the Mixed Use zone districts, the densities and intensities of the zones will remain consistent with the existing zoning code. The Mixed Use zone districts will match the General Plan Land Use Designations. See Table 3-5, *Zone District and Land Use Designation*.

Table 3-5 Zone District and Land Use Designation

Zone District Name		Implementing General Plan Land Use Designation	
R-M	Residential Mountainous	RM	Rural Mountainous
R-A	Residential Agricultural	LLR	Large Lot Residential
R-R	Rural Residential	EDR, VLDR, LDR	Estate Density Residential Very Low Density Residential Low Density Residential
R-1	Residential Low	MDR	Medium Density Residential
R-2	Residential Medium	MHDR HDR	Medium High Density Residential High Density Residential
R-3	Residential Medium High	VHDR	Very High Density Residential
R-4	Residential High	HHDR	Highest Density Residential
R-T	Mobilehome Subdivisions and Mobilehome Park	Any Residential Designation	
C-G	Commercial General	CO, CR	Commercial General or Commercial Highway
C-H	Commercial Highway	CO, CR	Commercial General or Commercial Highway
M-I	Manufacturing/Industrial	BP, LI	Business Park or Light Industrial
O-S	Open Area Combining Zone	OS-R, OS-CH	Open Space Recreation Open Space Conservation Habitat
MUL	Mixed Use Low	MUL	Mixed Use Low
MUH	Mixed Use High	MUH	Mixed Use High

5. **Implementing State Law for Housing**. The zoning code will include revisions to the density bonus law, low barrier navigation centers, and supportive and transitional housing consistent with state law and the policies of the City's Housing Element. In all instances the changes reflect existing state law.

6. **Clarifying Permit and Entitlement Process**. Consideration and approval of projects will be streamlined following the CEQA statutory and categorical exemptions. If a project qualifies for an exemption, consideration will generally be at the Director level.

7. **Commercial Zone Uses.** To encourage micro businesses and experiential commercial, both the commercial land uses and design standards will be revised to encourage more outdoor dining, sales, and farmer's markets.

8. **Home Occupations**. Changes to the requirements to allow for better regulation of home occupations including the types of home occupations, when customers can visit the home, or how many employees is acceptable.

9. **Recreational Vehicle Parking and Usage**. Update of requirements of where and how long recreational vehicles can be parked and occupied on property.

10. **Short Term Rentals.** Changes include how and if properties qualify for short-term rentals, management expectations and contact information.

11. **Accessory Structures**. Modification of the location and sizing of accessory structures.

12. **Consolidate Definitions into Single Location.** Currently definitions are spread throughout the zoning code text in individual sections. This revision will consolidate all of the definitions into a single chapter.

13. **Change from Text to Table Based Regulations.** Many of the current regulations require reading of text to determine development standards. The revised code relies on tables to clearly express the standards and make everything more accessible for the public.

14. **Map Changes to Reflect Land Use Diagram.** Following adoption of General Plan and the land use diagram, the zoning map for the City will be revised to both match the newly adopted General Plan, and reconcile conflicts between existing land uses that are already developed and the zone district.

Additionally, a Climate Action Memorandum will be prepared that will include an analysis of feasible mitigation measures that could be applied to future development projects.

3.4 INTENDED USES OF THE EIR

This DEIR addresses various actions by the City and others to adopt and implement the General Plan. It is the intent of the DEIR to evaluate the environmental impacts of the proposed project, thereby enabling the City of Wildomar, other responsible agencies, and interested parties to make informed decisions with respect to the requested entitlements. The anticipated approvals required for this project are listed here.

Lead Agency	Action
City of Wildomar City Council	■ Certification of the Program EIR ■ Adoption of the Wildomar General Plan and corresponding Consistency Zone Changes ■ Adoption of the Findings of Fact and Statement of Overriding Considerations (if required) ■ Adoption of the Mitigation Monitoring Program ■ Adoption of any ordinances, guidelines, programs, actions, or other mechanisms that implement the Wildomar Proposed General Plan ■ Adoption of the updated Zoning Code
Trustee Agency	**Action**
California Department of Fish and Wildlife and United States Fish and Wildlife Service	■ Approval of take permits ■ Overseeing implementation of MSHCP
South Coast AQMD	■ Issuance of permits
Riverside County Flood Control District	■ Discretionary actions needed to comply with the Proposed General Plan

4. Environmental Setting

4.1 INTRODUCTION

This section provides a "description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, ... from both a local and a regional perspective" (CEQA Guidelines § 15125[a]), pursuant to provisions of CEQA and the CEQA Guidelines The environmental setting provides the baseline physical conditions from which the lead agency will determine the significance of environmental impacts resulting from the proposed project.

4.2 REGIONAL ENVIRONMENTAL SETTING

4.2.1 Regional Location

The City of Wildomar is in southwestern Riverside County, California, and is bordered by the City of Lake Elsinore to the north and northwest, unincorporated Riverside County to the west, City of Murrieta to the south, and City of Menifee to the east. Interstate and regional access to the City is provided by Interstate 15 (I-15), which runs in a general north-south direction through the City. Figure 1-1, *Regional Location,* and Figure 1-2, *Citywide Aerial,* show the City in its regional and local contexts.

4.2.2 Regional Planning Considerations

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization for this region, which encompasses over 380,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs.

The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted by SCAG in September 2020. Major themes in the 2020 RTP/SCS include integrating strategies for land use and transportation; striving for sustainability; protecting and preserving existing transportation infrastructure; increasing capacity through improved systems management; providing more transportation choices; leveraging technology; responding to demographic and housing market changes; supporting commerce, economic growth, and opportunity; promoting the links between public health, environmental protection, and economic opportunity; and incorporating the principles of social equity and environmental justice.

The RTP/SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce greenhouse gas (GHG) emissions from transportation (excluding goods movement). The RTP/SCS is meant to provide growth strategies that will achieve the regional GHG emissions reduction targets identified by the California Air Resources Board. However, the RTP/SCS does not require that local general plans, specific plans, or zoning be consistent with the RTP/SCS; instead, it provides incentives to government and developers for consistency.

Western Riverside Council of Governments

The purpose of the Western Riverside Council of Governments (WRCOG) is to unify Western Riverside County and create a collective voice on important issues that affect its members. Representatives from 18 cities, the Riverside County Board of Supervisors, and the Eastern and Western Municipal Water Districts have seats on the WRCOG Executive Committee, the group that sets policy for the organization. The Riverside County Superintendent of Schools is an *ex officio* member.

WRCOG implements two transportation plans—the Transportation Uniform Mitigation Fee (TUMF) program, which ensures that new development pays its fair share for the increased traffic that it creates on regional infrastructure, and the Western Riverside County Active Transportation Plan (ATP), which aims to improve transportation choices in the subregion and benefit all residents, employees, and visitors by identifying regional facilities to provide more transportation options.

Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) is a comprehensive, multi-jurisdictional plan focusing on the conservation of species and their associated habitats in Western Riverside County. Its overall goal is to maintain biological and ecological diversity in a rapidly urbanizing region. The MSHCP allows Riverside County and its cities to better control local land use decisions and maintain a strong economic climate in the region while addressing the requirements of the state and federal Endangered Species Acts.

South Coast Air Basin Air Quality Management Plan

The City is in the South Coast Air Basin (SoCAB) which is managed by the South Coast Air Quality Management District. Pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law, and standards are detailed in the SoCAB Air Quality Management Plan. Air pollutants for which ambient air quality standards (AAQS) have been developed are known as criteria air pollutants, including ozone (O_3), carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_x), sulfur dioxide, coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead. VOC and NO_x are criteria pollutant precursors and go on to form secondary criteria pollutants, such as O_3, through chemical and photochemical reactions in the atmosphere. Air basins are classified as attainment/nonattainment areas for particular pollutants, depending on whether they meet AAQS for that pollutant. Based on the SoCAB's air quality management plan, the SoCAB is designated nonattainment for O_3, $PM_{2.5}$, PM_{10}, and lead (Los Angeles County only) under the California and National AAQS and nonattainment for NO_2 under the California AAQS.

Greenhouse Gas Emissions Reduction Legislation

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in Executive Order S-03-05; Assembly Bill (AB) 32, the Global Warming Solutions Act (2006); Executive Order B-15-30 and Senate Bill (SB) 32; SB 375; and Executive Order B-5518 and SB 100. Executive Order S-03-05, signed June 1, 2005, set the following GHG reduction goals for the State of California:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

AB 32 was passed by the state legislature on August 31, 2006, to place the state on a course to reduce its contribution of GHG emissions. AB 32 established a legislative target for the year 2020 goal outlined in Executive Order S-03-05. CARB prepared its first Scoping Plan in 2008 outlining the state's plan for achieving the 2020 targets of AB 32.

In 2008, SB 375 was adopted to connect passenger-vehicle GHG emissions reduction targets for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce vehicle miles traveled (VMT) and vehicle trips.

In September 2016, Governor Brown signed SB 32, making the Executive Order B-15-30 goal for year 2030 of a 40 percent reduction below 1990 levels into a statewide-mandated legislative target. CARB issued an update to its Scoping Plan in 2017, which sets forth programs for meeting the SB 32 reduction target.

Executive Order B-55-18 sets a goal for the state to achieve carbon neutrality no later than 2045 and to achieve and maintain net negative emissions thereafter. SB 100 would help the state reach the goal set by Executive Order B-55-18 by requiring that the state's electricity suppliers have a source mix that consists of at least 60 percent renewable/zero carbon sources in 2030 and 100 renewable/zero carbon sources in 2045.

Senate Bill 743

On September 27, 2013, SB 743 was signed into law. SB 743 started a process that could fundamentally change transportation impact analysis under CEQA. The legislature found that with the adoption of SB 375, the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce VMT and thereby contribute to the reduction of GHG emissions, as required by the California Warming Solutions Act of 2006 (AB 32).

SB 743 generally eliminates auto delay, level of service, and similar measures of vehicular capacity or traffic congestion as the sole basis for determining significant impacts under CEQA. Pursuant to the CEQA Guidelines which were amended to implement SB 743, the new criteria "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land

uses" (Public Resources Code § 21099[b][1]). The City of Wildomar adopted VMT standards on June 10, 2020.

Regional Water Quality Control Boards: Santa Ana River Basin and San Diego Basin

Under the Porter-Cologne Water Quality Act, California's water quality control law, the State Water Resources Control Board has ultimate control over water quality policy and allocation of state water resources. Through its nine Regional Water Quality Control Boards, the State Water Resources Control Board carries out the regulation, protection, and administration of water quality in each region. Each regional board is required to adopt a water quality control plan or basin plan. Although Wildomar is within the boundaries of two Regional Water Quality Control Boards (RWQCBs), the Santa Ana RWQCB (Region 8) and San Diego RWQCB (Region 9), an agreement has been reached between the City and the two RWQCBs that the San Diego RWQCB (Region 9) will have primary jurisdiction within the City for all stormwater and water quality issues.

4.3 LOCAL ENVIRONMENTAL SETTING

The City is bisected by I-15, which runs in a north-south direction, and surrounded by mountain ranges in the distance. Murrieta Creek traverses through the western portion of the City, and runs through the cities of Murrieta and Temecula. The City overlaps with all or portions of 33 criteria cells identified in the MSHCP, which are used to identify areas where development may be restricted or mitigated to protect covered species and their habitat. The City is characterized by its desert climate with hot dry summers, and mild, wet winters. The average maximum temperature of 98.1 degrees Fahrenheit occurs in July and August and the average minimum temperature of 36.4 degrees Fahrenheit occurs in January (WRCC 2024). Ground surface elevations in the City range from over 1,900 feet above mean sea level (amsl) in the northeastern portions of Wildomar to approximately 1,200 feet amsl in the southern portions near Clinton Keith Road. The terrain is relatively flat with steeper areas on the east and west (Wildomar 2019). The City experiences Santa Ana winds, typically between October and April, which can be strong and extremely dry downslope winds that can blow over 40 miles per hour (mph). The City of Wildomar does not have a Sphere of Influence because it is bordered by the City of Lake Elsinore to the north and northwest, unincorporated Riverside County area and Cleveland National Forest to the west, City of Murrieta to the east and south, and City of Menifee to the east, and therefore, the City does not have opportunities to expand beyond its boundary.

The City encompasses approximately 15,170 acres; Figure 1-3, *Existing Land Use Plan,* shows the existing land uses in the City, which are as follows:

- **Residential.** Residential uses range from Very Low Density Residential to Highest Density Residential, as well as Estate Density Residential and Rural Density Residential.
- **Commercial and Industrial.** A range of nonresidential uses primarily oriented to commerce—including commercial, office, business park, and light industrial.
- **Public Facility.** Essential amenities that contribute to quality of life—including educational facilities, religious organizations, and civic facilities.

- **Mixed Use.** A mix of uses grouped together in a development (residential, office, commercial, etc.).
- **Open Space.** Open space amenities include recreation and habitat conservation.

Table 4-1, *Land Use Designations in the City Under Current General Plan,* shows the permitted uses under each current land use designation.

Table 4-1 Land Use Designations in the City Under Current General Plan

Current General Plan Land Use Designation	Permitted Uses
Rural Mountainous (10 ac min.)	• Single-family residential uses within a minimum lot size of 10 acres. • Areas of at least 10 acres where a minimum of 70% of the area has slopes of 25% or greater. • Allows limited animal keeping, agriculture, recreational uses, compatible resource development (which may include the commercial extraction of mineral resources with approval of a SMP) and associated uses and governmental uses.
Estate Density Residential (2 ac min.)	• Single-family detached residences on large parcels of 2 to 5 acres. • Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.
Estate Density Residential-Rural Community (2 ac min.)	• Single-family detached residences on large parcels of 2 to 5 acres. • Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
Very Low Density Residential (1 ac min.)	• Single-family detached residences on large parcels of 1 to 2 acres. • Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.
Very Low Density Residential-Rural Community (1 ac min.)	• Single-family detached residences on large parcels of 1 to 2 acres. • Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
Rural Residential (5 ac min.)	• Single-family residences with a minimum lot size of 5 acres. • Allows limited animal keeping and agricultural uses, recreational uses, compatible resource development (not including the commercial extraction of mineral resources) and associated uses and governmental uses.
Low Density Residential (½ ac min.)	• Single-family detached residences on large parcels of ½ to 1 acre. • Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.
Low Density Residential-Rural Community (½ ac min.)	• Single-family detached residences on large parcels of ½ to 1 acre. • Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
Medium Density Residential (2-5 du/ac)	• Single-family detached and attached residences with a density range of 2 to 5 dwelling units per acre. • Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged. • Lot sizes range from 5,500 to 20,000 sq. ft., typical 7,200 sq. ft. lots allowed.
Medium High Density Residential (5-8 du/ac)	• Single-family attached and detached residences with a density range of 5 to 8 dwelling units per acre. • Lot sizes range from 4,000 to 6,500 sq. ft.
High Density Residential (8-14 du/ac)	• Single-family attached and detached residences, including townhomes, stacked flats, courtyard homes, patio homes, townhouses, and zero lot line homes.
Very High Density Residential (14-20 du/ac)	• Single-family attached residences and multi-family dwellings.
Highest Density Residential (20+ du/ac)	• Multi-family dwellings, includes apartments and condominium. • Multi-storied (3+) structures are allowed.
Commercial Retail (0.20-0.35 FAR)	• Local and regional serving retail and service uses. The amount of land designated for Commercial Retail exceeds that amount anticipated to be necessary to serve the County's population at build out. Once build out of Commercial Retail reaches the 40% level within any Area Plan, additional studies will be required before Commercial Retail development beyond the 40% will be permitted.
Commercial Office (0.35-1.0 FAR)	• Variety of office related uses including financial, legal, insurance, and other office services.

Table 4-1 Land Use Designations in the City Under Current General Plan

Current General Plan Land Use Designation	Permitted Uses
Light Industrial (0.25-0.60 FAR)	• Industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses.
Business Park (0.25-0.60 FAR)	• Employee intensive uses, including research and development, technology centers, corporate offices, "clean" industry and supporting retail uses.
Public Facilities (≤ 0.60 FAR)	• Civic uses such as County administrative buildings and schools.
Mixed Use Planning Area	• This designation is applied to areas outside of Community Centers. The intent of the designation is not to identify a particular mixture or intensity of land uses, but to designate areas where a mixture of residential, commercial, office, entertainment, education, and/or recreational uses, or other uses is planned
Conservation Habitat	• Applies to public and private lands conserved and managed in accordance with adopted Multi Species Habitat and other Conservation Plans.
Open Space Recreation	• Recreational uses including parks, trails, athletic fields, and golf courses. • Neighborhood parks are permitted within residential land uses.

du – dwelling unit
FAR – Floor Area Ratio

4.4 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

CEQA Guidelines Section 15130 states that cumulative impacts shall be discussed when the project's incremental effect is cumulatively considerable. It further states that this discussion shall reflect the level and severity of the impact and the likelihood of occurrence, but not in as great a level of detail as that necessary for the project alone. CEQA Guidelines Section 15355 defines cumulative impacts as "…two or more individual effects which, when considered together, as considerable or which compound or increase other environmental impacts." Cumulative impacts represent the changes caused by the incremental impact of a project when added to the other proposed or committed projects in the vicinity.

CEQA Guidelines Section 15130(b)(1) states that the information used in an analysis of cumulative impacts should come from one of two sources:

1. A list of past, present, and probable future projects producing related cumulative impacts, including, if necessary, projects outside the control of the agency. The City maintains a list of their cumulative projects, which can be viewed at: https://www.cityofwildomar.org/207/City-Approved-Development-Project-Plans. This list does not include projects from other agencies that could affect the City; or

2. A summary of projections in an adopted general plan or related planning document designed to evaluate regional or area-wide conditions.

Depending on the environmental category, the cumulative impact analysis may use either method. The cumulative impacts analyses in this DEIR use method No. 2, the summary of projections approach. The proposed project consists of the Wildomar Proposed General Plan. Consistent with CEQA Guidelines Section 15130(b)(1)(B), this DEIR analyzes the environmental impacts of development in accordance with buildout of the proposed land use plan. As a result, this DEIR addresses the cumulative impacts of

development in the City of Wildomar and the region surrounding it, as appropriate. In most cases, the potential for cumulative impacts is contiguous with the City boundaries. Potential cumulative impacts that have the potential for impacts beyond the City boundaries (*e.g.,* traffic, air quality, noise) have been addressed through cumulative growth in the City and region. Regional growth outside Wildomar is accounted for in traffic, air quality, and noise impacts through use of the Riverside County Congestion Management Program, which is a model that uses regional growth projections to calculate future traffic volumes. The growth projections adopted by the City and surrounding area are used for the cumulative impact analyses of this DEIR. Refer to Chapter 5, *Environmental Analysis,* for a discussion of the cumulative impacts associated with development and growth in the City and region for each environmental resource topic. The following list summarizes the geographic scope of cumulative impacts by environmental topic.

- Aesthetics: Coterminous with the City boundary.
- Agricultural and Forestry Resources: Within Riverside County.
- Air Quality: Based on the regional boundaries of the South Coast Air Basin.
- Biological Resources: Coterminous with the City boundary but considers habitat loss in the southern California region based on the range of the protected species.
- Cultural Resources: Coterminous with the City boundary and surrounding region.
- Energy: Based on energy use within the Southern California Edison and Southern California Gas service areas.
- Geology and Soils: Within the City boundary.
- Greenhouse Gas Emissions: Worldwide impacts based on the emissions sectors in the Scoping Plan in California (boundary).
- Hazards and Hazardous Materials: Within the City boundaries.
- Hydrology and Water Quality: Hydrology and water quality impacts would be within the Santa Ana River and Santa Margarita River Watersheds, and flood impacts would be within the City boundary.
- Land Use and Planning: Within Riverside County.
- Mineral Resources: Within the City boundary.
- Noise: Within the City boundary.
- Population and Housing: Within the Southern California Association of Government (SCAG)'s region.
- Public Services: Within the service area boundaries of the Wildomar Fire Department, Wildomar Police Department, Lake Elsinore Unified School District, and Wildomar Library.

- Recreation: Within the City boundary.
- Transportation: Considers transportation improvements identified in the WRCOG subregional transportation model and regional growth projections identified by SCAG.
- Tribal Cultural Resources: Within the City boundary.
- Utilities and Service Systems: Wastewater services impacts would be within the service area of the Elsinore Valley Municipal Water District. water supply and distribution systems would be within Elsinore Valley Municipal Water District and Farm Mutual Water Company; stormwater drainage impacts would be within the Santa Ana River and Santa Margarita River watersheds; and solid waste impacts would be within the service area of the El Sobrante Landfill.
- Wildfire: Coterminous with the City boundary and surrounding areas.

4.5 REFERENCES

Western Regional Climate Center (WRCC). 2024. Period of Record Monthly Climate Summary. Accessed January 2, 2024. https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca2805.

Wildomar, City of. 2019, December 11. Master Drainage Plan.

5. Environmental Analysis

Chapter 5 examines the environmental setting of the proposed project, analyzes its effects and the significance of its impacts, and recommends mitigation measures to reduce or avoid impacts. This chapter has a separate section for each environmental issue area that was determined to need further study in the EIR. The City determined the scope for this EIR based on review of the proposed General Plan, agency consultation, the Notice of Preparation (NOP), and comments in response to the NOP. Environmental issues and their corresponding sections are:

5.1 Aesthetics

5.2 Agricultural and Forestry Resources

5.3 Air Quality

5.4 Biological Resources

5.5 Cultural Resources

5.6 Energy

5.7 Geology and Soils

5.8 Greenhouse Gas Emissions

5.9 Hazards and Hazardous Materials

5.10 Hydrology and Water Quality

5.11 Land Use and Planning

5.12 Mineral Resources

5.13 Noise

5.14 Population and Housing

5.15 Public Services

5.16 Recreation

5.17 Transportation

5.18 Tribal Cultural Resources

5.19 Utilities and Services Systems

5.20 Wildfire

5. Environmental Analysis

Sections 5.1 through 5.20 provide a detailed discussion of the environmental setting, impacts associated with the proposed project, and mitigation measures designed to reduce significant impacts where required and when feasible. The residual impacts following the implementation of any mitigation measure are also discussed.

Organization of Environmental Analysis

To assist the reader with comparing information between environmental issues, each section is organized under 10 major headings:

- Focal Point
- Environmental Setting
- Thresholds of Significance
- Proposed General Plan Goals and Policies
- Environmental Impacts
- Cumulative Impacts
- Level of Significance Before Mitigation
- Mitigation Measures
- Level of Significance After Mitigation
- References

In addition, Chapter 1, *Executive Summary,* has a table that summarizes all impacts by environmental issue.

Terminology Used in This Draft EIR

The level of significance is identified for each impact in this DEIR. Although the criteria for determining significance are different for each topic area, the environmental analysis applies a uniform classification of the impacts based on definitions consistent with CEQA and the CEQA Guidelines:

- No Impact. The project would not change the environment.
- Less Than Significant. The project would not cause any substantial, adverse change in the environment.
- Less Than Significant with Mitigation Incorporated. The EIR includes mitigation measures that avoid substantial adverse impacts on the environment.
- Significant and Unavoidable. The project would cause a substantial adverse effect on the environment, and no feasible mitigation measures are available to reduce the impact to a less than significant level.

5.1 AESTHETICS

This section of the Draft Environmental Impact Report (DEIR) discusses the potential impacts to the visual character and scenic resources in the City from future development envisioned under the proposed project.

FOCAL POINT

This section includes a discussion of the qualitative aesthetic characteristics of the existing environment that would potentially be altered by the proposed project's implementation. Cumulative impacts related to aesthetics would be within the City boundaries.

The Proposed General Plan would result in an increase in development in the City, which would change how the City looks. Even with design standards, the act of clearing ground for construction and the act of building improvements above ground will modify the existing views of the City. While some larger buildings are anticipated, most of the construction in Wildomar is expected to be low enough that views of the mountain ridges surrounding the City will remain. Overall, impacts related to aesthetics would be less than significant upon compliance with the Proposed General Plan policies, municipal code, development standards, and design guidelines.

5.1.1 Environmental Setting

5.1.1.1 REGULATORY BACKGROUND

State Regulations

Caltrans Scenic Highway Program

In 1963, California's Scenic Highway Program was created to preserve and protect the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. The state laws governing this program are in the Streets and Highways Code, Sections 260 to 263, and Caltrans oversees the program. Caltrans defines a scenic highway as any freeway, highway, road, or other public right-of-way that traverses an area of exceptional scenic quality. Suitability for designation as a State Scenic Highway is based on three criteria described in Caltrans' Guidelines for Official Designation of Scenic Highways (2008):

- **Vividness.** The extent to which the landscape is memorable. This is associated with the distinctiveness, diversity, and contrast of visual elements.
- **Intactness.** The integrity of visual order and the extent to which the natural landscape is free from visual intrusions (*e.g.,* buildings, structures, equipment, grading).
- **Unity.** The extent to which development is sensitive to and visually harmonious with the natural landscape.

Local Regulations

City of Wildomar Municipal Code

Title 17, Zoning, of the Wildomar Municipal Code identifies the types of permitted land uses on all parcels throughout the various assigned zoning districts. The zoning code identifies development standards and requirements per zoning district, such as building height limit, setback requirements, landscaping, parking, and yard requirements.

Chapter 8.64, Light Pollution, of the Wildomar Municipal Code regulates outdoor lighting by preserving the access to the dark night sky enjoyed by Wildomar residents and residents of surrounding communities; reducing light pollution to protect the viability of the Palomar Observatory and support star-gazing activity; minimizing adverse off-site impacts of lighting such as light trespass, an obstructive light, particularly in residential neighborhoods; conserving energy and resources to the greatest extent possible; and ensuring adequate lighting for the safety, security, and well-being of persons engaged in outdoor nighttime activities. As indicated in Chapter 8.64, reducing light pollution can be achieved through restricting the amount of lumens per land use type, prohibiting certain lighting types (*e.g.*, bottom-mounted sign lighting, laser source light), and shielding light fixtures.

Design Standards

The City has adopted objective design standards for commercial and residential (single- and multifamily) uses (Wildomar 2019, Wildomar 2018, Wildomar 2023). The purpose of the design standards is to provide developers, builders, and architects with a clear statement of the desired architectural and site design characteristics for commercial and residential development in the City that enhances the area's unique character and raises the quality of design in the City.

5.1.1.2 EXISTING CONDITIONS

The aesthetic resources in a suburban area, such as Wildomar, consist of buildings, streets, parks, key vegetation, views of mountain ranges and open spaces, and important view corridors that contribute to the community identity. Views and view corridors in the City often extend along streets and may include foreground views of street trees and buildings and distant backdrop views of mountains, mountain ridges, parks, and open spaces.

Visual Character and Quality

Wildomar is in an urbanizing portion of Riverside County. The City is characterized by primarily suburban and rural residential, commercial, and industrial development served by local roadways and the I-15 travel corridor. Neighborhoods, generally, are visually separated by roads, vegetation, and masonry walls, and portions of the City are vacant and undeveloped, which allow for natural forms of vegetation and wetlands.

The City is in a suburban area and can experience high levels of nighttime illumination. Sources of light and glare include building lighting (interior and exterior), security lighting, sign illumination, parking area lighting,

and window illumination. Other sources of nighttime light and glare include streetlights and vehicular traffic along major thoroughfares and surrounding roadways.

Scenic Vistas and Highways

Vistas provide access or panoramic views to a large geographic area. Views of the Elsinore Mountains and Temescal Mountains are visible throughout portions of the City; these ridgelines are approximately 4,000 feet above mean sea level. Both mountain ranges are typical of desert regions—with sparse trees but ample scrub, sage, grasses, and rocky outcroppings. The ridgelines are sharp and provide contrast to the sky and variation of the views of the horizon. The City is relatively developed and consists of a mix of old and new urban land uses at various densities and intensities, with a majority of its remaining vacant land designated for development. The City's primary arterial corridor is I-15, which runs generally north-south. There are no scenic highways within the City; however, I-15 is designated an "Eligible Scenic Highway" (Caltrans 2019). The nearest officially designated scenic highway is State Route 74 (SR-74), approximately 23 miles northeast of the City.

5.1.2 Thresholds of Significance

Appendix G of the CEQA Guidelines states that, "except as provided in Public Resources Code Section 21099," a project would normally have a significant effect on the environment if the project would:

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

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

AE-3 In 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.

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

5.1.3 Proposed General Plan Goals and Policies

Land Use Element

GOAL LU 1 Administration: The General Plan is utilized as the guiding planning document for the City and as the basis for regional collaboration.

- **Policy LU-1.3 Development Clustering and Density Transfers.** Allow development clustering and/or density transfers to preserve open space, natural resources, cultural and/or biologically sensitive resources.

GOAL LU 3 Focus Areas: Unique areas of the City are enhanced to meet residents' needs.

- **Policy LU-3.3 Old Town.** Recognize Old Town as the traditional heart of Wildomar and explore opportunities to enhance the area as a center of activity reflecting the City's heritage. Seek to leverage vacant and underutilized sites and publicly-owned parcels to activate the area with an events and community space reflecting a unique character and identity.

- **Policy LU-3.4 Hidden Springs/Wyman Road Specific Plan Area.** Prior to any development within this 160 +/- acre area, require preparation of a Specific Plan and ac-companying EIR for the redevelopment area generally south of Clinton Keith Road, west of I-15 freeway, and east of Palomar Street that accommodates a mixed-use development reflecting a high quality of design that enhances the City's visibility and identity, provides housing opportunities in close proximity to resources, and contributes to the City's economic development goals. Light industrial/business park uses are permitted as long as they occupy not more than 35 percent of the area and are located and designed to be compatible with other uses.

- **Policy LU-3.5 Wildomar Trail/I-15 Project Area.** The area bounded by the I-15 freeway, Wildomar Trail, Susan Drive and La Estrella Street is recognized as a unique economic development opportunity zone in the City and warrants a coordinated planning and development approach (such as a Specific Plan, Area Plan or Vision Plan) to maximize the potential to establish a mixed-use community that enhances the City's visibility and identity.

- **Policy LU-3.6 Clinton Keith Corridor.** Engage in an advance planning process (such as a Specific Plan, Corridor Plan or Vision Plan) to identify goals and actions to improve the economic and community development qualities of the Clinton Keith Road Corridor and ensure that uses that meet the community's objectives are developed.

- **Policy LU-3.7 Mission Trial Corridor.** Engage in an advance planning process (such as a Specific Plan, Corridor Plan or Vision Plan) to identify goals and actions to improve the economic and community development qualities of the Mission Trail Corridor.

GOAL LU 4 Urban Form: A City of distinct centers and corridors surrounded by neighborhoods and connected to a network of parks and open spaces.

- **Policy LU-4.1 Patterns and Distribution of Uses and Density.** Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Plan (Figure LU-1) to promote efficient development; reduce automobile dependence and greenhouse gas emissions; ensure compatibility among uses; enhance community livability and health; and sustain economic vitality.

GOAL LU 5 Design: Well-designed communities contributing to the City's distinct identity and quality of life of residents.

- **Policy LU-5.1 Sense of Place and Quality of Design.** Require new developments to exhibit quality design and contribute to Wildomar's unique sense of place.

- **Policy LU-5.2 Enhance the Character of Surrounding Areas.** Require that new developments be located and designed to visually enhance, not degrade the character of the surrounding area.

- **Policy LU-5.3 Maintain Design Standards.** Enhance Wildomar's unique character and raise the quality of design within the City by maintaining and implementing the City's design standards.

- **Policy LU-5.4 Entryways and Branding.** Encourage the development of identifiable entryways for the overall community, and branding for unique or principal business/commercial districts of the City, by establishing design standards for these areas that include landscape setbacks, sign monumentation and other special design treatments.

GOAL LU 6 Maintenance and Compatibility With Other Uses: Development is located and designed to maintain the qualities that distinguish Wildomar and to ensure effective transitions between neighborhoods and districts.

- **Policy LU-6.1 Protect from Adverse Impacts.** Retain and enhance the integrity of existing residential, employment, and open space areas by protecting them from encroachment of land uses that would result in impacts from noise, noxious fumes, glare, shadowing, and traffic.

- **Policy LU-6.3 Property Maintenance.** Maintain structures and properties to prevent deteriorating conditions through enforcement of State laws and local ordinances and expand access to conservation and rehabilitation programs.

GOAL 7 Compatibility with the Natural Environment: Land uses and development intensities are compatible with scenic and natural resources and encourage environmental preservation.

- **Policy LU-7.1 Design to Respect Natural Settings.** Require that new development conform building massing to topographic forms and minimize alteration of natural landforms and vegetation, incorporating natural drainage systems, allowing development clustering to maintain slopes, restricting grading of steep slopes, and encouraging the preservation of significant hillsides, canyon edges and hilltops as prominent visual features.

GOAL LU 10 Mixed-Use Districts and Corridors: Well-designed districts and corridors contain an integrated mix of commercial, office, and/or housing that enable Wildomar's residents to live close to businesses and employment, reduce automobile use, and actively engage and enhance pedestrian activity.

- **Policy LU-10.1 Mixed Use Design and Development.** Encourage mixed use development, as designated in the Land Use Plan, that is designed appropriately for Wildomar.

GOAL LU 12 Public Facilities: Governmental, utility, institutional, educational, recreational, cultural, religious, and social facilities and services are located and designed to complement Wildomar's neighborhoods, centers, and corridors.

- **Policy LU-12.4 Maintenance and Enhancement.** Coordinate, partner with, and encourage school and utility districts and other government and independent agencies that may be exempt from City land use control to plan and improve their properties and design improvements to achieve a high level of visual and architectural quality that maintains the character of the neighborhood or district in which they are located.

- **Policy LU-12.5 Design of Utility Facilities.** Minimize the visual impacts of above-grade utility structures, such as water storage tanks, water check valves, electric and telephone boxes, etc. through use of landscaping, screening materials, and colors that blend with the environment to the extent feasible.

GOAL LU 13 Open Spaces: Open space lands are preserved as natural resources, utilized to buffer land uses and enhance community aesthetics, and protected from adverse impacts of new development.

Open Space and Conservation Element

- **Policy OS-1.4 Rewilding and Habitat Restoration.** Pursue opportunities for rewilding and restoring critical habitats for sensitive species that include, but are not limited to the following: preserving, enhancing, restoring, and expanding an integrated network of open space to support beneficial uses, such as habitat, recreation, natural resources, historic and tribal resources, water management, and aesthetics.

- **Policy OS-1.6 Natural Vegetation Conservation.** Maintain and conserve mature and historic examples of native trees, natural vegetation, stands of established trees, and other features for ecosystem, aesthetic, and water conservation purposes.

- **Policy OS-1.7 Project Siting.** Require that new development projects respect, integrate with, and complement the natural features of the land including conforming building massing to topographic forms, restricting grading of steep slopes, and encouraging the preservation of visual horizon lines and significant hillsides as prominent visual features.

- **Policy OS-1.8:Protect Ridgelines.** Protect ridgelines from incompatible development that diminishes their scenic value, and ensure their conservation, preservation, and management.

Recreation and Community Services Element

- **Policy 2.1 Siting and Design.** Design new parkland and recreational facilities that are compatible with the surrounding built and natural environments, utilize sustainable best practices, and when feasible, incorporate features that reflect Wildomar's unique attributes.

5.1.4 Environmental Impacts

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.1-1: Development in accordance with the Proposed General Plan would not substantially alter or damage scenic vistas. [Threshold AE-1]

The Proposed General Plan would allow for development of currently undeveloped parcels, redevelopment of currently developed parcels, and intensification of land uses in some areas of the City. Scenic resources in the City include parks, open spaces, vacant land, and views of the Elsinore Mountains and Temescal Mountains. Open space and park lands that provide views of scenic vistas would continue to be preserved under the Proposed General Plan. The existing low-density residential uses in or adjacent to scenic vistas and resources would also remain unchanged, thereby preserving views of these features. Most of the higher-density development would be focused along primary corridors in the City, such as Clinton Keith Road, Bundy Canyon Road, Mission Trail, and I-15. The existing and proposed scale and design of the City, along with its existing and future land uses, complement rather than detract from the backdrop scenery of the ridgelines and suburban environment. As shown in Figure 3-4, *Proposed Land Use Plan,* the majority of land uses along the periphery of the City boundary would be RM (Rural Mountainous), EDR (Estate Density Residential), VLDR (Very Low Density Residential), LDR (Low Density Residential), MDR (Medium Density Residential), and OS-CH (Conservation Habitat); according to the Wildomar Housing Element (Table HNA-28, Residential Zoning Criteria), the tallest structure would be up to 50 feet tall and permitted in the MDR land use designation (Wildomar 2021).

The Elsinore Mountains and Temescal Mountains would continue to provide a scenic backdrop for the City without interference from future development accommodated under the Proposed General Plan.

Although new development could alter the appearance of the existing conditions, especially in areas where lands are vacant and undeveloped, future development consistent with the Proposed General Plan would not create a substantial adverse impact on scenic vistas or degrade the City's visual character or quality due to the City's urbanizing character. Additionally, the development standards under the City's municipal code, such as height and setback requirements, as well as the City's commercial and residential design guidelines, would guide future development characteristics and ensure consistency and compatibility. Development standards and design guidelines would ensure that scenic resources in the City, such as views of mountain ridgelines, are not adversely affected.

The Proposed General Plan includes policies that would protect scenic resources, such as Policy LU-13.1, which calls for the permanent preservation of open space that contains scenic value and Policy OS-1.8, which aims to protect ridgelines from incompatible development that diminishes scenic value.

Therefore, the proposed project would not substantially impact scenic resources in the City, and impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.1-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.1-1 would be less than significant.

Impact 5.1-2: The proposed project would not alter scenic resources within a state scenic highway. [Threshold AE-2]

There are no scenic highways within the City. The nearest officially designated scenic highway is State Route 74 (SR-74), approximately 23 miles northeast of the City. Due to the distance and varying topography, no impact to scenic resources would occur on SR-74, an officially designated scenic highway.

I-15, which runs in a north-south direction within the City limits, is designated an eligible scenic highway (Caltrans 2019). Future development along and proximate to I-15 could impact scenic resources; however, all development in the City must comply with the City's development standards and design guidelines to ensure that future development would not substantially impact scenic resources. Additionally, the following policies of the Proposed General Plan would reduce impacts to scenic resources: Policy LU-13.1, which calls for the permanent preservation of open space that contains scenic value and Policy OS-1.8, which aims to protect ridgelines from incompatible development that diminishes scenic value.

As such, impacts to scenic resources within a state scenic highway would be less than significant.

Level of Significance Before Mitigation: Impact 5.1-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.1-2 would be less than significant.

Impact 5.1-3: Buildout in accordance with the proposed land use plan would alter the existing visual appearance of the City but would not substantially degrade its existing visual character or quality and would not conflict with applicable zoning and other regulations governing scenic quality. [Threshold AE-3]

Wildomar is characterized by its suburban and rural residential neighborhoods, where older neighborhoods have larger lot sizes, and newer neighborhoods have smaller lot sizes. Future development and redevelopment allowed by the Proposed General Plan would result in the development of currently undeveloped parcels and intensification of already developed areas of the City. Although new development would alter the visual appearance of the City, because the City is largely already developed with urban and suburban uses, new development would not substantially degrade the City's visual character or quality. The proposed land use plan would focus more intensive growth within the nine focus areas, where structures would be up to 50 feet tall, as shown in Figure 5.1-1, *Proposed Focus Areas;* focusing intensive growth in these areas would allow the existing neighborhoods to retain a similar visual character compared to existing conditions. Title 17, Zoning, of the Wildomar Municipal Code establishes development standards, including building height and setbacks. Additionally, future development would be required to comply with the commercial and residential design standards to ensure compatibility with existing uses and retain the City's existing visual character and quality. Buildout under the proposed project would occur in areas where development already exists or areas where

development is planned. Under the implementation of the Proposed General Plan, areas designated as open space and parks would remain undeveloped.

The Proposed General Plan policies ensure that future development and redevelopment would enhance Wildomar's sense of place and character, such as Policy LU-5.1, which requires new development to exhibit quality design; Policy LU-5.2, which requires new development to be located and designed to visually enhance the character of the surrounding areas; and Policy LU-5.3, which aims to enhance the City's unique character and quality of design by maintaining and implementing development standards.

Development under the Proposed General Plan would be required to comply with existing regulations that maintain the City's character, such as the City's objective development standards for commercial and residential projects. The development standards would ensure that development under the proposed project would continue to be maintained and be compatible with the City's visual character. As such, impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.1-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.1-3 would be less than significant.

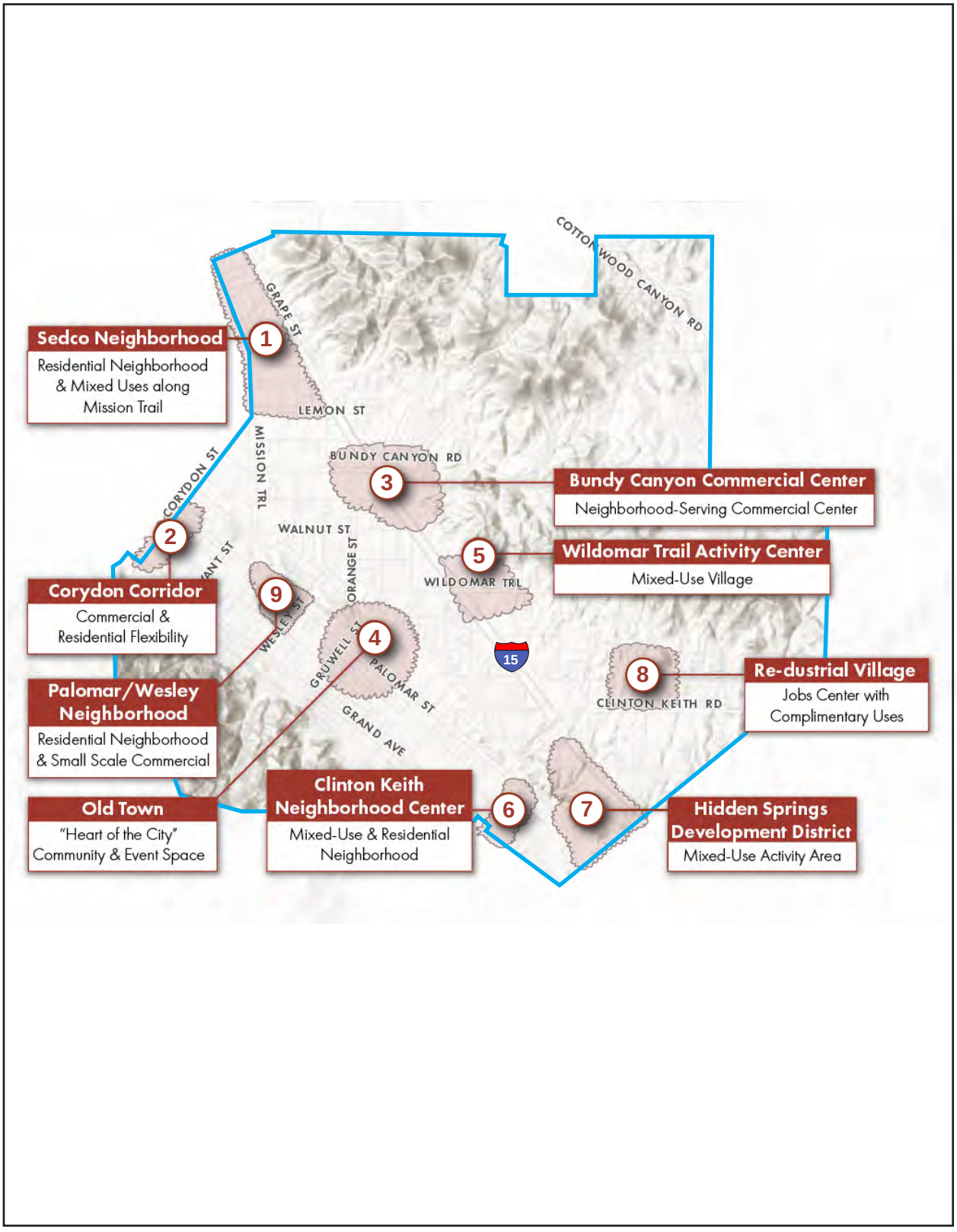
Impact 5.1-4: The proposed project would not generate additional light and glare. [Threshold AE-4]

The two major causes of light pollution are glare and spill light. Spill light is caused by misdirected light that illuminates outside the intended area. Glare is light that shines directly or is reflected from a surface into a viewer's eyes. Spill light and glare impacts are effects of a project's exterior lighting on adjoining uses and areas.

Sources of light in the City include building lighting (interior and exterior), security lighting, sign illumination, and parking area lighting. These sources of light and glare are mostly associated with residential, commercial, and industrial uses. Other sources of nighttime light and glare include streetlights, vehicular traffic along surrounding roadways, and ambient lighting from surrounding communities.

Future development in accordance with the Proposed General Plan would occur in areas designated for development and would allow for development of currently undeveloped parcels and intensification and redevelopment of existing land uses, which could increase nighttime light and glare in Wildomar. For instance, the conversion of underutilized or vacant areas into residential or commercial uses would introduce new sources of light; however, the Proposed General Plan would maintain land use designations in most of the City.

Figure 5.1-1 - Proposed Focus Areas



Source: City of Wildomar 2024.

Development and redevelopment projects in the City would be required to comply with the design guidelines for residential and commercial uses, as well as Chapter 8.64, Light Pollution, of the Wildomar Municipal Code, which establishes limits on the types of fixtures and size of bulbs used in all aspects of development. All projects are required to comply with Chapter 8.64, which is verified as part of the building permit application process and again during building and site inspections of a site to ensure that a project's lighting would not create significant impacts. Consistent with the City's lighting standards (municipal code section 8.64.090), all proposed exterior light fixtures must have full cutoff so that there is no light pollution created above the 90-degree plane of the light fixtures. Additionally, the Proposed General Plan includes Policy LU-6.1, which aims to retain and enhance the integrity of existing uses by protecting them from glare. Therefore, the proposed project would not adversely affect day or nighttime views and would not contribute to night sky pollution. Impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.1-4 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.1-4 would be less than significant.

5.1.5 Cumulative Impacts

Cumulative aesthetic impacts are based on potential changes to the visual quality in the City and surrounding area. More intense urban development in Wildomar and the adjacent cities is expected with development on vacant land or redevelopment of older structures, which would alter the visual landscape. However, future development and redevelopment proposed under the Proposed General Plan would remain consistent with the City's design guidelines and development standards and would be subject to discretionary review by the Planning Commission and/or City Council. As all development in the City would be required to adhere to the Proposed General Plan goals and policies, municipal code, design standards and guidelines, and development standards, changes to the visual character of the City would less than would result in less than cumulatively considerable. Additionally, because the City is surrounded by other cities, criteria cells which are conserved lands, and the Cleveland National Forest, the City is unable to expand or annex additional land into its boundaries. Therefore, the future growth would result in more intensity within the City boundaries but would not spread impacts outside of its boundaries.

New sources of light and glare, as well as an overall increase in lighting levels, would be introduced with new development and redevelopment in the City. Glass and glazing in new structures would potentially create additional sources of glare in the area. Compliance with the Proposed General Plan goals and policies and Chapter 8.64, Light Pollution, of the Wildomar Municipal code would prevent light spillover and adverse impacts on adjacent light-sensitive uses when combined with past and future development in the City and adjacent cities, and the proposed project's contribution would be less than cumulatively considerable.

5.1.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, all impacts would be less than significant: 5.1-1, 5.1-2, 5.1-3, and 5.1-4.

5.1.7 Mitigation Measures

No mitigation measures are required.

5.1.8 Level of Significance After Mitigation

All impacts would be less than significant.

5.1.9 References

California Department of Transportation (Caltrans). 2019. Scenic Highways: California State Scenic Highway. Accessed March 3, 2022. https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways.

Wildomar, City of. 2019, May 8. Commercial Design Standards and Guidelines. https://www.cityofwildomar.org/DocumentCenter/View/388/Wildomar-Commercial-Design-Standards-PDF

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5.2 AGRICULTURE AND FORESTRY RESOURCES

This section of the DEIR evaluates the potential for implementation of the proposed project to impact agriculture and forestry resources in the City of Wildomar.

FOCAL POINT

No forestlands or timberlands exist in Wildomar because of the City's arid climate and urbanizing landscape. CEQA considers impacts to three categories of farmland—Prime Farmland, Farmland of Statewide Importance, and Unique Farmland. The City has approximately 69.4 acres of Prime Farmland and Unique Farmland and no Farmland of Statewide Importance. Also, there are no Williamson Act contracts in effect in the City. Future development in the City has the potential to result in the loss of Prime Farmland and Unique Farmland, and there is no feasible mitigation to reduce this impact. The loss of these farmland types would be permanent, and therefore, would be significant and unavoidable.

5.2.1 Environmental Setting

5.2.1.1 REGULATORY BACKGROUND

State Regulations

California General Plan Law

The California Government Code (§ 65302(d)) requires the general plan to include an open space and conservation element for the conservation, development, and utilization of natural resources—including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. The conservation element must consider the effect of development on natural resources that are on public lands. The element must also cover:

- The reclamation of land and waters.
- Prevention and control of the pollution of streams and other waters.
- Regulation of the use of land for the accomplishment of the conservation plan.
- Prevention, control, and correction of the erosion of soils, beaches, and shores.
- Protection of watersheds.
- Location, quantity, and quality of the rock, sand, and gravel resources.
- Waterways, flood corridors, riparian habitats, and land that may accommodate floodwater for groundwater recharge and stormwater management.

In October 2017, the state legislature passed SB 732, which authorizes a city to develop an agricultural land component of the open space element or a separate agricultural element in its general plan. For local

governments that choose this option, the bill authorizes the Department of Conservation to award grants, bond proceeds, and other assistance provided the element meets certain requirements.

Farmland Mapping and Monitoring Program

The California Natural Resources Agency is charged with restoring, protecting, and maintaining the state's natural, cultural, and historical resources. Within the agency, the State Department of Conservation provides technical services and information to promote informed land use decisions and sound management of the State's natural resources. The Department of Conservation manages the Farmland Mapping and Monitoring Program (FMMP), which supports agriculture throughout California by developing maps and statistical data for analyzing land use impacts to farmland. Every two years, FMMP publishes a field report for each county in the state. The field report categorizes land by agricultural production potential, according to the following classifications:

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

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

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

- **Farmland of Local Importance** includes all farmable land within the County not meeting the definitions of "prime farmland," "farmland of statewide importance," and "unique farmland" and not irrigated. This includes land that is not covered by above categories but is of high economic importance to the community. These farmlands include dryland grains of wheat, barley, oats, and dryland pasture.

- **Grazing Land** is the land on which the existing vegetation is suited to the grazing of livestock.

- **Confined Animal Agriculture** lands include poultry facilities, feedlots, dairy facilities, and fish farms. In some counties, confined animal agriculture is a component of the farmland of local importance category.

- **Nonagricultural and Natural Vegetation** includes heavily wooded, rocky, or barren areas; riparian and wetland areas; grassland areas that do not qualify for grazing land due to their size or land management restrictions; small water bodies; and recreational water ski lakes. Constructed wetlands are also included in this category.

- **Semi-agricultural and Rural Commercial Land** includes farmstead, agricultural storage and packing sheds, unpaved parking areas, composting facilities, equine facilities, firewood lots, and campgrounds.
- **Vacant or Disturbed Land** includes open field areas that do not qualify for an agricultural category, mineral and oil extraction areas, off-road vehicle areas, electrical substations, channelized canals, and rural freeway interchanges.
- **Rural Residential Land** includes residential areas of one to five structures per 10 acres.
- **Urban and Built-Up Land** is occupied by structures with a building density of at least one unit per 1.5 acres, or approximately six structures to a 10-acre parcel. Common examples include residential structures, industrial structures, commercial structures, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment structures, and water control structures.
- **Water** is used to describe perennial water bodies with an extent of at least 40 acres.

California Land Conservation Act (Williamson Act)

The California Land Conservation Act of 1965, better known as the Williamson Act, conserves agricultural and open space lands through property tax incentives and voluntary restrictive land use contracts administered by local governments under State regulations. Private landowners voluntarily restrict their land to agricultural and compatible open space uses under minimum 10-year rolling term contracts, with counties and cities also acting voluntarily. In return, restricted parcels are assessed for property tax purposes at a rate consistent with their actual use, rather than potential market value.

Nonrenewal status is applied to Williamson Act contracts that are within the nine-year termination process, during which the annual tax assessment for the property gradually increases.

Forestland and Timberland Protection

State regulations such as the Forest Taxation Reform Act of 1976 and the Z'berg-Nejedly Forest Practice Act of 1973 (California Forest Practice Act) provide for the preservation of forest lands from encroachment by other, incompatible land uses and for oversight of the management of forest practices and forest resources.

Public Resources Code Section 12220(g) defines "forest land" for the purposes of CEQA as land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water-quality, recreation, and other public benefits.

The California Timberland Productivity Act of 1982, like the Williamson Act, was passed to encourage the production of timber resources. Government Code Section 51104(g) defines "Timber," "Timberland," and "Timberland Production Zone" for the purposes of CEQA and "Timberland Preserve Zone," which may be used in city and county general plans, as follows:

- **"Timber"** means trees of any species maintained for eventual harvest for forest production purposes, whether planted or of natural growth, standing or down, on privately or publicly owned land, including Christmas trees, but does not mean nursery stock.

- **"Timberland"** means privately owned land, or land acquired for State forest purposes, which is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, and which is capable of growing an average annual volume of wood fiber of at least 15 cubic feet per acre.

- **"Timberland Production Zone"** or **"TPZ"** means an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision (h). With respect to the general plans of cities and counties, "Timberland Preserve Zone" means "Timberland Production Zone."

County boards of supervisors may designate areas of timberland preserve, referred to as Timberland Production Zones, which restrict the land's use to the production of timber for an initial 10-year term in return for lower property taxes.

Local Regulations

City of Wildomar Municipal Code: Title 17, Zoning

According to Title 17, Zoning, of the Wildomar Municipal Code, several zoning designations permit agricultural uses.

5.2.1.2 EXISTING CONDITIONS

The City occupies approximately 24 square miles, the majority of which is developed with established residential, commercial, industrial, recreational, and institutional uses. Portions of the City include vacant and undeveloped land. Agriculture and animal keeping, including equestrian uses, are permitted in several of the existing land use designations, such as RM (Rural Mountainous), RR (Rural Residential), EDR (Estate Density Residential), EDR-RC (Estate Density Residential-Rural Community), VLDR (Very Low Density Residential), VLDR-RC (Very Low Density Residential-Rural Community), LDR (Low Density Residential), LDR-RC (Low Density Residential-Rural Community), and MDR (Medium Density Residential).

Mapped Farmland

As shown in Figure 5.2-1, *Farmland Designations,* the City includes the existing farmland types: Urban and Built-Up Land, Grazing Land, Farmland of Local Importance, Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Other Land. There are no Williamson Act lands in the City (CDC 2023). Table 5.2-1, *Farmland Designations,* shows the acreages for the existing farmland types in the City.

Table 5.2-1 Farmland Designations

Farmland Designation[1]	Acreages[2]	Percentage
Urban and Built-Up Land	5,331.4	35.15
Grazing Land	124.9	0.80
Farmland of Local Importance	1,538.7	10.14
Prime Farmland	11.6	0.08
Farmland of Statewide Importance	0.0	0.00
Unique Farmland	57.8	0.38
Other Land	8,103.7	53.43
Total	15,168	100%

Source: CDC 2018.
[1] CEQA considers impacts to three categories of farmland: Prime Farmland, Farmland of Statewide Importance, and Unique Farmland.
[2] Farmland acreages were determined using GIS data.

Forestland and Timberland

There are no forestlands or timberlands in Wildomar (CDFW 2023).

5.2.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

AG-1 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.

AG-2 Conflict with existing zoning for agricultural use, or a Williamson Act contract.

AG-3 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)).

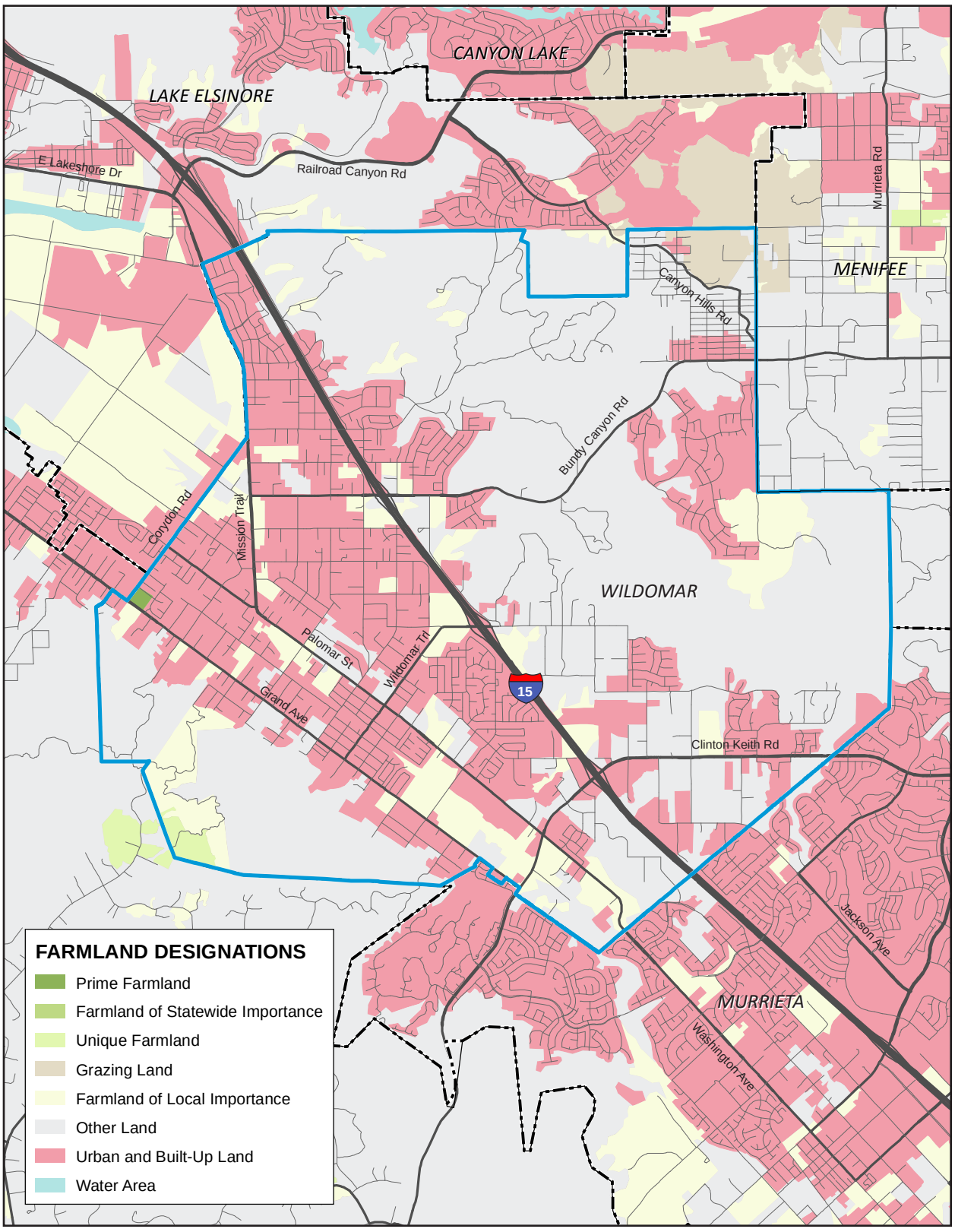
AG-4 Result in the loss of forest land or conversion of forest land to non-forest use.

AG-5 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.

5.2.3 Proposed General Plan Goals and Policies

There are no applicable policies pertaining to agricultural and forestry resources.

Figure 5.2-1 - Farmland Designations



Source: Generated using ArcMap 2023; Conservation.Ca.Gov 2023.

5.2.4 Environmental Impacts

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.2-1: The proposed project would convert farmland to nonagricultural uses. [Thresholds AG-1 and AG-5 (part)]

CEQA considers impacts to three categories of farmland—Prime Farmland, Farmland of Statewide Importance, and Unique Farmland. Prime Farmland is defined by the California Department of Conservation (CDC) as farmland with the best combination of physical and chemical features to sustain long-term agricultural production, Farmland of Statewide Importance is farmland similar to Prime Farmland but with minor shortcomings such as greater slopes or less ability to store soil moisture, and Unique Farmland is farmland of lesser quality soils used for the production of the state's leading agricultural crops. Development of these lands would convert the land to nonagricultural uses, which is considered a significant impact. Although agricultural uses would be allowed until building occurs, the eventual development of the land would result in the loss of the resource.

The Land Evaluation and Site Assessment (LESA) Model is a point-based approach for rating the relative importance of agricultural land resources based upon specific measurable features. The California LESA Model was developed to provide lead agencies with an optional methodology to ensure that potentially significant effects on the environment of agricultural land conversions are quantitatively and consistently considered in the environmental review process (Public Resources Code Section 21095), including in CEQA analysis. The California Agricultural LESA Model evaluates measures of soil resource quality, a given project's size, water resource availability, surrounding agricultural lands, and surrounding protected resource lands. For a given project, the factors are rated, weighted, and combined, resulting in a single numeric score. The project score becomes the basis for making a determination of a project's potential significance. The LESA model is used as part of a development application as there is information regarding the site that is needed from the property owner.

The model was not run for this EIR as there is a lack of site-specific information, and because as a long-term document it is likely that site conditions regarding the 11.6 acres of Prime Farmland will change and need to be reflected in the model at the time of development application. As shown in Table 5.2-2, *California LESA Model Scoring CEQA Thresholds,* the model provides a single result weighted on a number of factors that can determine the level of significance for CEQA. While it is possible that the LESA model results for the 11.6 acres would show that conversion of this land is not significant, this EIR assumes that the property is designated Prime Farmland and would be eventually converted to non-agricultural uses through implementation of the proposed project.

Table 5.2-2 California LESA Model Scoring CEQA Thresholds

Total LESA Score	Scoring Decision
0 to 39 Points	Not Considered Significant
40 to 59 Points	Considered Significant only if LE and SA subscores are each greater than or equal to 20 points
60 to 79 Points	Considered Significant unless either LE or SA subscore is less than 20 points
80 to 100 Points	Considered Significant

Source: CDC 1997

Wildomar is mostly developed and is therefore characterized by its urbanizing landscape with areas of vacant and undeveloped parcels. The Proposed General Plan would allow for development of currently undeveloped parcels, redevelopment of currently developed parcels, and intensification of land uses in some areas of the City. Of the 1,733 acres of farmland in the City, approximately 69.4 acres are designated Prime Farmland and Unique Farmland. There are no lands in the City designated as Farmland of Statewide Importance.

Of the 69.4 acres, 57.8 acres is considered Unique Farmland with a Rural Mountainous (RM) land use designation. The RM land use designation allows for agricultural uses and the proposed project does not recommend a change to this land use designation. The remaining 11.6 acres is the only Prime Farmland within the City as mapped by the CDC (see Figure 5.2-1). This site, on the northeast corner of Corydon Road and Grand Avenue is currently designated Commercial Retail in the General Plan, and is proposed to change to Mixed Use High under the proposed project. The site is not actively farmed, and historical photographs show a previous orchard as shown in an aerial photograph dated May 1994, though the trees are not visible in an April 2023 aerial photograph from Google Earth. As shown in Figure 5.2-2, *Aerial Photograph of Prime Farmland,* the property is surrounded by residential and commercial development.

The proposed land use plan (see Figure 3-4, *Proposed Land Use Plan*) does not include an agricultural designation. However, the following land use designations would allow for agricultural uses: RM (Rural Mountainous), LLR (Large Lot Residential), EDR (Estate Density Residential), VLDR (Very Low Density Residential), and LDR (Low Density Residential). While agricultural uses would be allowed to continue under the proposed project, no agricultural lands designated by the FMMP as Prime Farmland and Unique Farmland would be preserved under the Proposed General Plan. Therefore, the proposed project could convert approximately 1,733 acres of farmland to nonagricultural uses, including 11.6 acres of Prime Farmland and 57.8 acres of Unique Farmland, which is a significant impact.

Figure 5.2-2 - Aerial Photograph of Prime Farmland



Source: Nearmap 2024.

In general, mitigation measures should consider the following five possibilities.

1. **Avoidance.** The 11.6 acres of Prime Farmland is surrounded by urban development and is unlikely to support commercial scale agriculture. The adjacency of sensitive receptors makes the use of many agricultural uses more difficult. Factors such as noise, dust, odor, vibration, and the use of insecticides/pesticides is made more complex by the adjacency of people. The property is on a busy intersection and has been labeled for development for over 20 years, and is surrounded by urban development; avoidance is not feasible. While the small size might not provide for conventional agriculture, specialty agriculture such as strawberries or other high-value crops could be farmed at this site.

2. **Minimizing the Impact.** As there are no other Prime Farmlands within the City, minimizing the impact to this one site is not feasible. The 11.6-acre site is completely surrounded by urban uses so any setback would need to be on the site itself, (or remove existing buildings) essentially defeating the purpose of minimizing the impact by further reducing the amount of agricultural land.

3. **Rectifying through Repair, Rehabilitation, or Restoration.** While the site is not currently farmed, it is possible that the site could be farmed in the future. The property is not within an irrigation district so water for farming would need to come from the Elsinore Valley Municipal Water District (EVMWD). With water, the site could be used as mitigation for agricultural land conversion elsewhere in the City, however, as noted there are no other lands requiring mitigation in the City. Rehabilitating the land for agricultural use would result in the same adjacency difficulties outlined in Possibility 1. *Avoidance,* above.

4. **Reducing or Eliminating the Impact Over Time by Preservation and Maintenance.** Review of the aerial photographs of the site dating to the mid-1990s shows that the orchard was allowed to die off and eventually all the trees were removed. The site looks to be regularly disced for weed abatement and fire control. While this can continue to occur, it is not an agricultural use. The preservation of the land in its current form would eliminate the potential impact, as the land would not be converted to non-agricultural uses. However, it seems unlikely that a vacant site of this size surrounded by urban uses in the City would remain a disced field in perpetuity. Therefore, reduction or eliminating the impact through preservation and maintenance is not feasible mitigation.

5. **Compensating for the Impact Through Replacement or Substitute Resources.** Compensatory mitigation is where a project would offset an impact through recreation of the resource (*e.g.,* creating wetlands), or by purchasing credits in a form of a mitigation bank where the resource has already been created. Purchase of an easement that protects an existing resource is also a form of mitigation but comes with the obvious drawback that it is not a replacement of the affected resource, only a means of reducing further loss of the resource in the future.

As the proposed project cannot avoid, minimize, rectify, or eliminate the impact over time, the only potential mitigation available is that of an agricultural easement on existing agricultural land. Under this method, an easement is purchased that covers land that is already farmed and that would preclude future urban development in perpetuity. For some cities, this method is an effective means of providing a greenbelt or buffer between the built environment and agricultural use, preventing future conversion of agricultural land

to urban uses. The City of Wildomar has no greenbelt and there is no adjacent agricultural land to protect as the boundaries of the City are either another urban city or mountains. An agricultural easement would prevent future conversion but does not address the actual loss of the farmland resource.

The City is Wildomar is surrounded by the incorporated cities of Menifee, Lake Elsinore, and Murietta. The City does not have a sphere of influence and is unlikely to annex land because of the surrounding cities and the mountains to the west. There is no other agricultural land in the surrounding area, so any form of easement would need to be outside of the surrounding area, and in unincorporated Riverside County.

Creating an agricultural easement is difficult for small agricultural land conversions unless there is an easement program in place by a conservation district or other agency, because of the cost of starting and maintaining the easement. The easement approach also assumes that there is agricultural land nearby with owners willing to accept an easement. There are two conservation districts near the City, Temecula-Elsinore Anza, Murietta (TEAM) and the Riverside-Corona Conservation District, however neither of them currently advertise agricultural easements as a service they offer. While this can change over time, this EIR assumes there are no existing agricultural easement programs in, or adjacent to, the City.

Another method would be to convert land that is not currently Prime or Unique Farmland into a new agricultural use such as through the addition of irrigation. Given the City's dry climate, the cost of pumping water, and limitations on the types of crops that can withstand heat, this method is more expensive than other types of agriculture and would likely be limited to only high value crops.

Though cannabis is an agricultural crop, cultivation must occur indoors per Section 17.315.080, Conditions of Approval, of the City's Municipal Code, and is therefore considered an industrial use. In this context, the construction of buildings to allow the cultivation of cannabis still results in the loss of farmland.

As shown in Table 5.2-1, the 11.6 acres of Prime Farmland represent approximately 0.08 percent of the entire City. Most of the City (approximately 53.4 percent) is designated as Other Land. As shown on Figure 3-3, *Existing Land Use Plan,* and Figure 5.2-1, lands that are designated Prime and Unique Farmland are currently designated CR (Commercial Retail) and RM (Rural Mountainous). As such, Prime and Unique Farmland in the City are already considered converted to nonagricultural uses.

While the amount of Prime and Unique Farmland in the City is statistically small in comparison to the City, the proposed project could result in the conversion of agricultural land to nonagricultural uses without adequate mitigation to reduce the impact to less than significant. This impact is considered potentially significant.

Level of Significance Before Mitigation: Impact 5.2-1 would be potentially significant.

Mitigation Measures

The only mitigation measure that would prevent the conversion of the 11.6 acres of Prime Farmland to urban uses would be to deny development of nonagricultural uses on the land. This is impractical as the land is not currently farmed and is surrounded by urban uses.

The establishment of agricultural conservation easements would not affect the amount of farmland lost, nor would the payment of fees into a mitigation bank avoid or reduce the conversion of farmland. However, an agricultural easement would address future conversion of farmland and is considered to be feasible mitigation for purposes of CEQA.

Lastly, at the time of development application, the LESA model (or future version of the model) can be prepared to determine whether the conversion of the 11.6 acres is significant from an agricultural production perspective. If the LESA model run demonstrates that the land is significant then an easement, or creation of similar land, can be made part of the development requirements. If the LESA model demonstrates that the property is not a significant agricultural resource, then no further mitigation would be required.

AG-1 Prior approval of any development permit on land considered prime, of statewide significance, or unique, the City shall require the following:

1. Completion of the California Department of Conservation Land Evaluation & Site Assessment Model. If the model score is 39 points or less, conversion of the land is not significant, and no further mitigation is required. If the model score is between 40 and 79 points, conversion of the land to urban uses may be significant but will depend on the results of the model. A LESA model score of 80 or greater identifies the conversion as significant and will require mitigation.

2. If the LESA model results determine that conversion of the land to urban uses is a significant impact, the development shall be conditioned to provide either an agricultural easement on existing farmland with a similar or greater LESA model score, or the creation of new agricultural land and easement at a 1:1 ratio.

Level of Significance After Mitigation: Impact 5.2-1 would be significant and unavoidable.

Impact 5.2-2: The proposed project would not conflict with zoning for agricultural use or a Williamson Act Contract. [Threshold AG-2]

There are no Williamson Act contracts within the City limits (CDC 2023). Therefore, no impact would occur.

Level of Significance Before Mitigation: Impact 5.2-2 would not be significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.2-2 would not be significant.

Impact 5.2-3: The proposed project would not conflict with existing zoning for, or cause rezoning of, forestland and timberland, and would not result in the loss or conversion of forestland to non-forest uses. [Thresholds AG-3, AG-4, and AG-5 (part)]

Public Resources Code Section 12220(g) defines "forest land" as "land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits."

Government Code Section 51104(g) defines "timberland" as "privately owned land, or land acquired for state forest purposes, which is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, and which is capable of growing an average annual volume of wood fiber of at least 15 cubic feet per acre."

According to the California Department of Fish and Wildlife, the City does not contain public forestlands or private timberlands (CDFW 2023). Therefore, implementation of the proposed project would not conflict with the zoning of forestlands or timberlands, nor would it result in the loss or conversion of forestlands to non-forest uses. As such, no impacts would occur.

Level of Significance Before Mitigation: Impact 5.2-3 would not be significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.2-3 would not be significant.

5.2.5 Cumulative Impacts

The area considered for cumulative impacts to agricultural resources is Riverside County. Future development in Wildomar and the rest of the county is expected to lead to a cumulative decrease in important farmland acreage over time. The decreasing area of important farmland and agricultural crop production value is considered a significant adverse impact, and the contribution to a cumulative impact due to the conversion of Prime and Unique Farmland in the City represents a cumulatively considerable impact.

5.2.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.2-2 and 5.2-3.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.2-1** The proposed project would convert farmland to nonagricultural uses.

5.2.7 Mitigation Measures

Impact 5.2-1

AG-1 Prior approval of any development permit on land considered prime, of statewide significance, or unique, the City shall require the following:

3. Completion of the California Department of Conservation Land Evaluation & Site Assessment Model. If the model score is 39 points or less, conversion of the land is not significant, and no further mitigation is required. If the model score is between 40 and 79 points, conversion of the land to urban uses may be significant but will depend on the results of the model. A LESA model score of 80 or greater identifies the conversion as significant and will require mitigation.

4. If the LESA model results determine that conversion of the land to urban uses is a significant impact, the development shall be conditioned to provide either an agricultural easement on existing farmland with a similar or greater LESA model score, or the creation of new agricultural land and easement at a 1:1 ratio.

5.2.8 Level of Significance After Mitigation

Impact 5.2-1

Even with the implementation of Mitigation Measure AG-1, the 11.6-acre site will be converted to non-agricultural uses. The easement, or creation of new agricultural land at a 1:1 ratio will diminish, but not reduce to a less than significant level, the impact of the proposed project. Therefore, impacts would be ***significant and unavoidable***.

5.2.9 References

California Department of Conservation (CDC). 2018. Farmland Mapping and Monitoring Program. https://www.conservation.ca.gov/dlrp/fmmp.

———. 2023. California Williamson Act Enrollment Finder. https://gis.conservation.ca.gov/portal/apps/webappviewer/index.html?id=180acf4745ff40a5a764c65a4a8278eb.

———. 1997. California Agricultural Land Evaluation and Site Assessment Model: Instruction Manual

California Department of Fish and Wildlife (CDFW). 2023, September 21 (accessed). California Forests and Timberlands in California Department of Fish and Wildlife Regions. https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=109919.

5.3 AIR QUALITY

This section of the DEIR evaluates the potential air quality impacts of the City of Wildomar Proposed General Plan (Proposed General Plan) in a local and regional context. The analysis in this section is based on land uses associated with the proposed project, vehicle miles traveled provided by Chen Ryan Associates (Appendix 5.17-1), and natural gas use data provided by the Southern California Gas Company (SoCalGas). The air quality model output sheets are included in Appendix 5.3-1.

FOCAL POINT

Construction activities accommodated by the Proposed General Plan would likely exceed the relevant South Coast Air Quality Management District's (AQMD) thresholds for some development projects and have the potential to expose people to substantial pollutant concentrations. The increase in industrial uses could expose people to substantial toxic air contaminant concentrations. Consequently, Mitigation Measure AQ-3 would require certain industrial or warehousing development projects to submit a health risk assessment (HRA) to demonstrate that the project applicant can reduce cancer and noncancer risks from the project to an acceptable level. However, the net increase in industrial land use allowed under the Proposed General Plan would contribute to higher levels of cancer risk in the South Coast Air Basin (SoCAB) and result in a cumulative contribution to health risk. Construction and operation of the proposed project would cumulatively contribute to the nonattainment designations of the air basins, and cumulative impacts would be considered significant.

Buildout of the Proposed General Plan would provide a more efficient land use plan than existing conditions; however, long-term growth associated with the proposed project would cumulatively contribute to exceedance of the South Coast AQMD's regional and localized thresholds. The increase in emissions would be a result of the increase in mobile sources, offroad equipment emissions, and residential uses. Despite the policies in the Proposed General Plan and Mitigation Measure AQ-2 that would contribute to reducing operational emissions, the proposed project would still exceed the South Coast AQMD's regional significance thresholds and would contribute to the nonattainment designation of the SoCAB.

5.3.1 Environmental Setting

5.3.1.1 AIR QUALITY BACKGROUND

Terminology

- **AAQS.** Ambient Air Quality Standards
- **CES.** CalEnviroScreen. CES is a mapping tool that helps identify the California communities most affected by sources of pollution and where people are often especially vulnerable to pollution's effects.
- **Concentrations.** The amount of pollutant material per volumetric unit of air. Concentrations are measured in parts per million (ppm), parts per billion (ppb), or micrograms per cubic meter ($\mu g/m^3$).

- **Criteria Air Pollutants.** Air pollutants specifically identified for control under the Federal and California Clean Air Act(currently seven—carbon monoxide, nitrogen oxides, lead, sulfur oxides, ozone, and coarse and fine particulates).
- **DPM.** Diesel particulate matter.
- **Emissions.** The actual quantity of a pollutant, measured in pounds per day or tons per year.
- **ppm.** Parts per million.
- **Sensitive receptor.** Land uses that are considered more sensitive to air pollution than others due to the types of population groups or activities involved. These land uses include residential, retirement facilities, hospitals, and schools.
- **TAC.** Toxic air contaminant.
- **µg/m³.** Micrograms per cubic meter.
- **VMT.** Vehicle miles traveled.

Criteria Air Pollutants

The pollutants emitted into the ambient air by stationary and mobile sources are categorized as primary and/or secondary pollutants. Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_X), sulfur dioxide (SO_2), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead (Pb) are primary air pollutants. Of these, CO, SO_2, PM_{10}, and $PM_{2.5}$ are "criteria air pollutants," which means that AAQS have been established for them. VOC and NO_X are criteria pollutant precursors that form secondary criteria air pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O_3) and nitrogen dioxide (NO_2) are the principal secondary pollutants.

A description of each of the primary and secondary criteria air pollutants and its known health effects is presented below:

- **Carbon Monoxide (CO)** is a colorless, odorless gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. CO is a primary criteria air pollutant. CO concentrations tend to be the highest during winter mornings with little to no wind, when surface-based inversions trap the pollutant at ground levels. The highest ambient CO concentrations are generally found near traffic-congested corridors and intersections. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation (South Coast AQMD 2005; US EPA 2023a). The South Coast Air Basin (SoCAB) is designated under the California and National AAQS as being in attainment of CO criteria levels (CARB 2023a).

- **Nitrogen Oxides (NO_X)** are a by-product of fuel combustion and contribute to the formation of ground-level O_3, PM_{10}, and $PM_{2.5}$. The two major forms of NO_x are nitric oxide (NO) and nitrogen dioxide (NO_2). NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when

combustion takes place under high temperature and/or high pressure. The principal form of NO_x produced by combustion is NO, but NO reacts quickly with oxygen to form NO_2, creating the mixture of NO and NO_2 commonly called NO_x. NO_2 is an acute irritant and more injurious than NO in equal concentrations. At atmospheric concentrations, however, NO_2 is only potentially irritating. NO_2 absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO_2 exposure concentrations near roadways are of particular concern for susceptible individuals, including asthmatics, children, and the elderly. Current scientific evidence links short-term NO_2 exposures, ranging from 30 minutes to 24 hours, with adverse respiratory effects, including airway inflammation in healthy people and increased respiratory symptoms in people with asthma. Also, studies show a connection between elevated short-term NO_2 concentrations and increased visits to emergency departments and hospital admissions for respiratory issues, especially asthma (South Coast AQMD 2005; US EPA 2023a) The SoCAB is designated an attainment area for NO_2 under the National and California AAQS (CARB 2023a).

- **Sulfur Dioxide (SO_2)** is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. It enters the atmosphere as a result of burning high-sulfur-content fuel oils and coal and chemical processes at plants and refineries. Gasoline and natural gas have very low sulfur content and do not release significant quantities of SO_2. When sulfur dioxide forms sulfates (SO_4) in the atmosphere, together these pollutants are referred to as sulfur oxides (SO_x). Thus, SO_2 is both a primary and secondary criteria air pollutant. At sufficiently high concentrations, SO_2 may irritate the upper respiratory tract. Current scientific evidence links short-term exposures to SO_2, ranging from 5 minutes to 24 hours, with an array of adverse respiratory effects, including bronchoconstriction and increased asthma symptoms. These effects are particularly adverse for asthmatics at elevated ventilation rates (*e.g.,* while exercising or playing) at lower concentrations and when combined with particulates, SO_2 may do greater harm by injuring lung tissue. Studies also show a connection between short-term exposure and increased visits to emergency facilities and hospital admissions for respiratory illnesses, particularly in at-risk populations such as children, the elderly and asthmatics (South Coast AQMD 2005; US EPA 2023a). The SoCAB is designated attainment under the California and National AAQS (CARB 2023a).

- **Suspended Particulate Matter (PM_{10} and $PM_{2.5}$)** consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are now recognized and regulated. Inhalable coarse particulates, or PM_{10}, include particulate matter with an aerodynamic diameter of 10 microns or less (*i.e.*, $\leq$ 10 millionths of a meter or 0.0004 inch). Inhalable fine particulates, or $PM_{2.5}$, have an aerodynamic diameter of 2.5 microns or less (*i.e.*, $\leq$ 2.5 millionths of a meter or 0.0001 inch). Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. Both PM_{10} and $PM_{2.5}$ may adversely affect the human respiratory system, especially in people who are naturally sensitive or susceptible or breathing problems. The US Environmental Protection Agency's (EPA) scientific review concluded that $PM_{2.5}$, which penetrates deeply into the lungs, is more likely than PM_{10} to contribute to health effects and at far lower concentrations. These health effects include premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms (*e.g.,* irritation of the airways, coughing, or difficulty breathing) (South Coast AQMD 2005). There has been emerging evidence that ultrafine particulates, which are even smaller

particulates with an aerodynamic diameter of 0.1 microns or less (*i.e.*, ≤0.1 millionths of a meter or <0.000004 inch), have human health implications because their toxic components may initiate or facilitate biological processes that may lead to adverse effects to the heart, lungs, and other organs (South Coast AQMD 2013). However, the EPA and the California Air Resources Board (CARB) have not adopted AAQS to regulate these particulates. Diesel particulate matter is classified by CARB as a carcinogen (CARB 2023d). Particulate matter can also cause environmental effects such as visibility impairment,[1] environmental damage,[2] and aesthetic damage[3] (South Coast AQMD 2005; US EPA 2023a). The SoCAB is a nonattainment area for $PM_{2.5}$ under California and National AAQS and a nonattainment area for PM_{10} under the California AAQS (CARB 2023a).[4]

- **Ozone (O_3)** is a key ingredient of "smog" and is a gas that is formed when VOCs and NO_x, both by-products of internal combustion engine exhaust, undergo photochemical reactions in sunlight. O_3 is a secondary criteria air pollutant. O_3 concentrations are generally highest during the summer months when direct sunlight, light winds, and warm temperatures create favorable conditions for its formation. O_3 poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. Breathing O_3 can trigger a variety of health problems, including chest pain, coughing, throat irritation, and congestion. It can worsen bronchitis, emphysema, and asthma. Ground-level O_3 also can reduce lung function and inflame the linings of the lungs. Repeated exposure may permanently scar lung tissue. O_3 also affects sensitive vegetation and ecosystems, including forests, parks, wildlife refuges, and wilderness areas. In particular, O_3 harm sensitive vegetation during the growing season (South Coast AQMD 2005; US EPA 2023a). The SoCAB is designated extreme nonattainment under the California AAQS (1-hour and 8-hour) and National AAQS (8-hour) (CARB 2023a).

- **Volatile Organic Compounds (VOC)** are composed primarily of hydrogen and carbon atoms. Internal combustion associated with motor vehicle usage is the major source of VOCs. Other sources include evaporate emissions from paints and solvents, asphalt paving, and household consumer products such as aerosols (South Coast AQMD 2005). There are no AAQS for VOCs. However, because they contribute to the formation of O_3, South Coast AQMD has established a significance threshold. The health effects for ozone are described above.

- **Lead (Pb)** is a metal found naturally in the environment as well as in manufactured products. Once taken into the body, lead distributes throughout the body in the blood and accumulates in the bones. Depending on the level of exposure, lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems, and the cardiovascular system. Lead exposure

[1] $PM_{2.5}$ is the main cause of reduced visibility (haze) in parts of the United States.

[2] Particulate matter can be carried over long distances by wind and then settle on ground or water, making lakes and streams acidic; changing the nutrient balance in coastal waters and large river basins; depleting the nutrients in soil; damaging sensitive forests and farm crops; and affecting the diversity of ecosystems.

[3] Particulate matter can stain and damage stone and other materials, including culturally important objects such as statues and monuments.

[4] CARB approved the South Coast AQMD's request to redesignate the SoCAB from serious nonattainment for PM_{10} to attainment for PM_{10} under the National AAQS on March 25, 2010, because the SoCAB did not violate federal 24-hour PM_{10} standards from 2004 to 2007. The EPA approved the State of California's request to redesignate the South Coast PM_{10} nonattainment area to attainment of the PM_{10} National AAQS, effective on July 26, 2013.

also affects the oxygen-carrying capacity of the blood. The effects of lead most commonly encountered in current populations are neurological effects in children and cardiovascular effects in adults (*e.g.,* high blood pressure and heart disease). Infants and young children are especially sensitive to even low levels of lead, which may contribute to behavioral problems, learning deficits, and lowered IQ (South Coast AQMD 2005; US EPA 2023a). The major sources of lead emissions have historically been mobile and industrial sources. As a result of the EPA's regulatory efforts to remove lead from gasoline, emissions of lead from the transportation sector dramatically declined by 95 percent between 1980 and 1999, and levels of lead in the air decreased by 94 percent between 1980 and 1999.

Today, the highest levels of lead in the air are usually found near lead smelters. The major sources of lead emissions today are ore and metals processing and piston-engine aircraft operating on leaded aviation gasoline. However, in 2008 the EPA and CARB adopted stricter lead standards, and special monitoring sites immediately downwind of lead sources recorded very localized violations of the new state and federal standards.[5] As a result of these violations, the Los Angeles County portion of the SoCAB is designated nonattainment under the National AAQS for lead (South Coast AQMD 2012; CARB 2023a). However, lead concentrations in this nonattainment area have been below the level of the federal standard since December 2011 (South Coast AQMD 2012). CARB's State Implementation Plan (SIP) revision was submitted to the EPA for approval. Because emissions of lead are found only in projects that are permitted by South Coast Air Quality Management District (South Coast AQMD), lead is not a pollutant of concern for the proposed project.

Table 5.3-1, *Criteria Air Pollutants Health Effects Summary,* summarizes the potential health effects associated with the criteria air pollutants.

Table 5.3-1 Criteria Air Pollutants Health Effects Summary

Pollutant	Health Effects	Examples of Sources
Carbon Monoxide (CO)	• Chest pain in heart patients • Headaches, nausea • Reduced mental alertness • Death at very high levels	Any source that burns fuel such as cars, trucks, construction and farming equipment, and residential heaters and stoves
Ozone (O_3)	• Cough, chest tightness • Difficulty taking a deep breath • Worsened asthma symptoms • Lung inflammation	Atmospheric reaction of organic gases with nitrogen oxides in sunlight
Nitrogen Dioxide (NO_2)	• Increased response to allergens • Aggravation of respiratory illness	Same as carbon monoxide sources
Particulate Matter (PM_{10} & $PM_{2.5}$)	• Hospitalizations for worsened heart diseases • Emergency room visits for asthma • Premature death	Cars and trucks (particularly diesels) Fireplaces and woodstoves Windblown dust from overlays, agriculture, and construction

[5] Source-oriented monitors record concentrations of lead at lead-related industrial facilities in the SoCAB, which include Exide Technologies in the City of Commerce; Quemetco, Inc. in the City of Industry; Trojan Battery Company in Santa Fe Springs; and Exide Technologies in Vernon. Monitoring conducted between 2004 through 2007 showed that the Trojan Battery Company and Exide Technologies exceed the federal standards (South Coast AQMD 2012).

Table 5.3-1 Criteria Air Pollutants Health Effects Summary

Pollutant	Health Effects	Examples of Sources
Sulfur Dioxide (SO_2)	• Aggravation of respiratory disease (*e.g.*, asthma and emphysema) • Reduced lung function	Combustion of sulfur-containing fossil fuels, smelting of sulfur-bearing metal ores, and industrial processes
Lead (Pb)	• Behavioral and learning disabilities in children • Nervous system impairment	Contaminated soil

Source: CARB 2023b.

Toxic Air Contaminants

People exposed to TACs at sufficient concentrations and duration may have an increased chance of getting cancer or experiencing other serious health effects. These health effects can include damage to the immune system as well as neurological, reproductive (*e.g.*, reduced fertility), developmental, respiratory, and other health problems (US EPA 2023b). By the last update to the TAC list in December 1999, CARB had designated 244 compounds as TACs (CARB 1999). Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. There are no air quality standards for TACs. Instead, TAC impacts are evaluated by calculating the health risks associated with a given exposure. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most relevant to the proposed project being particulate matter from diesel-fueled engines.

Diesel Particulate Matter

In 1998, CARB identified diesel particulate matter (DPM) as a TAC. Previously, the individual chemical compounds in diesel exhaust were considered TACs. Almost all diesel exhaust particles are 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lungs. Long-term (chronic) inhalation of DPM is likely a lung cancer risk. Short-term (*i.e.*, acute) exposure can cause irritation and inflammatory systems and may exacerbate existing allergies and asthma systems (US EPA 2002).

Community Risk

To reduce exposure to TACs, CARB developed and approved the *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) to provide guidance regarding the siting of sensitive land uses in the vicinity of freeways, distribution centers, rail yards, ports, refineries, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities. This guidance document was developed to assess compatibility and associated health risks when siting sensitive receptors near existing pollution sources. CARB's recommendations were based on a compilation of studies that evaluated data on the adverse health effects from proximity to air pollution sources. The key observation in these studies was that proximity substantially increases exposure and the potential for adverse health effects. Three carcinogenic TACs constitute the majority of the known health risks from motor vehicle traffic—DPM from trucks and benzene and 1,3 butadiene from passenger

vehicles. CARB recommendations are based on data that show that localized air pollution exposures can be reduced by as much as 80 percent by following CARB minimum distance separations.

In 2017, CARB provided a supplemental technical advisory to the handbook for near-roadway air pollution exposure, "Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways" (CARB 2017). Strategies include practices and technologies that reduce traffic emissions, increase dispersion of traffic pollution (or the dilution of pollution in the air), or remove pollution from the air.

5.3.1.2 REGULATORY BACKGROUND

Ambient air quality standards have been adopted at the state and federal levels for criteria air pollutants. In addition, both the state and federal government regulate the release of TACs. Wildomar is in the SoCAB and is subject to the rules and regulations imposed by the South Coast Air Quality Management District (AQMD) as well as the California AAQS adopted by CARB and National AAQS adopted by the EPA. Federal, state, and regional laws, regulations, plans, or guidelines that are potentially applicable to the proposed project are summarized in this section.

Federal and State Regulations

Ambient Air Quality Standards

The Clean Air Act was passed in 1963 by the US Congress and has been amended several times. The 1970 Clean Air Act amendments strengthened previous legislation and laid the foundation for the regulatory scheme of 1970s and 1980s. In 1977, Congress again added several provisions, including nonattainment requirements for areas not meeting National AAQS and the Prevention of Significant Deterioration program. The 1990 amendments represent the latest in a series of federal efforts to regulate the protection of air quality in the United States. The Clean Air Act allows states to adopt more stringent standards or to include other pollution species. The California Clean Air Act, signed into 1988, requires all areas of the state to achieve and maintain the California AAQS by the earliest practical date. The California AAQS tend to be more restrictive than the National AAQS.

The National and California AAQS are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect "sensitive receptors" most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Both California and the federal government have established health-based AAQS for seven air pollutants, which are shown in Table 5.3-2, *Ambient Air Quality Standards for Criteria Air Pollutants*. These pollutants are ozone (O_3), nitrogen dioxide (NO_2), carbon dioxide (CO), sulfur dioxide (SO_2), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead (Pb). In addition, the state has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

Table 5.3-2 Ambient Air Quality Standards for Criteria Air Pollutants

Pollutant	Averaging Time	California Standard[1]	Federal Primary Standard[2]	Major Pollutant Sources
Ozone (O_3)[3]	1 hour	0.09 ppm	*	Motor vehicles, paints, coatings, and solvents.
	8 hours	0.070 ppm	0.070 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm	
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm	0.053 ppm	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.18 ppm	0.100 ppm	
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	*	0.030 ppm	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	1 hour	0.25 ppm	0.075 ppm	
	24 hours	0.04 ppm	0.14 ppm	
Respirable Coarse Particulate Matter (PM_{10})	Annual Arithmetic Mean	20 µg/m^3	*	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (*e.g.*, wind-raised dust and ocean sprays).
	24 hours	50 µg/m^3	150 µg/m^3	
Respirable Fine Particulate Matter ($PM_{2.5}$)[4]	Annual Arithmetic Mean	12 µg/m^3	12 µg/m^3	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (*e.g.*, wind-raised dust and ocean sprays).
	24 hours	*	35 µg/m^3	
Lead (Pb)	30-Day Average	1.5 µg/m^3	*	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.
	Calendar Quarter	*	1.5 µg/m^3	
	Rolling 3-Month Average	*	0.15 µg/m^3	
Sulfates (SO_4)[5]	24 hours	25 µg/m^3	*	Industrial processes.
Visibility Reducing Particles	8 hours	ExCo = 0.23/km visibility of 10≥ miles	*	Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt.

Table 5.3-2 Ambient Air Quality Standards for Criteria Air Pollutants

Pollutant	Averaging Time	California Standard[1]	Federal Primary Standard[2]	Major Pollutant Sources
Hydrogen Sulfide	1 hour	0.03 ppm	*	Hydrogen sulfide (H_2S) is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas, and can be emitted as the result of geothermal energy exploitation.
Vinyl Chloride	24 hours	0.01 ppm	*	Vinyl chloride (chloroethene), a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents.

Source: CARB 2016.
Notes: ppm: parts per million; $\mu g/m^3$: micrograms per cubic meter
* Standard has not been established for this pollutant/duration by this entity.
1 California standards for O_3, CO (except 8-hour Lake Tahoe), SO_2 (1 and 24 hour), NO_2, and particulate matter (PM_{10}, $PM_{2.5}$, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2 National standards (other than O_3, PM, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The O_3 standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.
3 On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
4 On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 $\mu g/m^3$ to 12.0 $\mu g/m^3$. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 $\mu g/m^3$, as was the annual secondary standard of 15 $\mu g/m^3$. The existing 24-hour PM_{10} standards (primary and secondary) of 150 $\mu g/m^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
5 On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. The 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

California has also adopted a host of other regulations that reduce criteria pollutant emissions as follows:

- **AB 1493: Pavley Fuel Efficiency Standards.** Pavley I is a clean-car standard that reduces greenhouse gas (GHG) emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016. In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025.

- **Heavy-Duty (Tractor-Trailer) GHG Regulation.** The tractors and trailers subject to this regulation must either use EPA SmartWay-certified tractors and trailers or retrofit their existing fleet with SmartWay-verified technologies. The regulation applies primarily to owners of 53-foot or longer box-type trailers, including both dry-van and refrigerated-van trailers, and owners of the heavy-duty tractors that pull them on California highways. These owners are responsible for replacing or retrofitting their affected vehicles with compliant aerodynamic technologies and low rolling resistance tires. Sleeper cab tractors model year 2011 and later must be SmartWay certified. All other tractors must use SmartWay-verified

low-rolling-resistance tires. There are also requirements for trailers to have low-rolling-resistance tires and aerodynamic devices.

Senate Bill (SB) 1078, SB 107, SB 350, and SB 100: Renewables Portfolio Standards. A major component of California's Renewable Energy Program is the renewables portfolio standard (RPS) established under Senate Bills 1078 (Sher) and 107 (Simitian). Under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010. In October 2015, SB 350 increases California's renewable electricity procurement goal from 33 percent RPS target by 2020 to 50 percent RPS target by 2030. SB 350 also requires the state to double statewide energy efficiency savings in electricity and natural gas end uses by 2030. In September 2018, SB 100 sets a 2045 goal of powering all retail electricity solid in California and state agency electricity needs with renewable and zero-carbon resources. SB 100 updates the RPS to ensure that by 2030 at least 50 percent of California's electricity is renewable.

- **California Code of Regulations (CCR), Title 20: Appliance Energy Efficiency Standards.** The 2006 Appliance Efficiency Regulations (20 CCR §§ 1601–1608) were adopted by the CEC on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non–federally regulated appliances. There have been numerous amendments to the Title 20 Appliance Efficiency Regulations adopted on December 9, 2020 and made effective in 2021 (CEC 2024).

- **24 CCR, Part 6: Building and Energy Efficiency Standards (Energy Code).** Energy conservation standards for new residential and non-residential buildings adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977. On August 11, 2021, the CEC adopted the 2022 Building Energy Efficiency Standards, which were subsequently approved by the California Building Standards Commission in December 2021. The 2022 standards went into effect on January 1, 2023, replacing the 2019 standards. The 2022 standards require mixed-fuel single-family homes to be electric-ready to accommodate replacement of gas appliances with electric appliances. In addition, the new standards also include prescriptive photovoltaic system and battery requirements for high-rise, multifamily buildings (*i.e.*, more than three stories) and noncommercial buildings such as hotels, offices, medical offices, restaurants, retail stores, schools, warehouses, theaters, and convention centers (CEC 2021).

- **24 CCR, Part 11: Green Building Standards Code (CALGreen).** Establishes planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.[6] The mandatory provisions of CALGreen became effective January 1, 2011, and were last updated in 2022. The 2022 CALGreen update, which was approved as part of the 2022 Energy Code, became effective on January 1, 2023, and provides updates to the residential and non-residential voluntary measures.

[6] The green building standards became mandatory in the 2010 edition of the code.

Tanner Air Toxics Act and Air Toxics Hot Spot Information and Assessment Act

Public exposure to TACs is a significant environmental health issue in California. In 1983, the California legislature enacted a program to identify the health effects of TACs and reduce exposure to them. The California Health and Safety Code defines a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health" (17 CCR § 93000). A substance that is listed as a hazardous air pollutant pursuant to Section 112(b) of the federal Clean Air Act (42 US Code § 7412[b]) is a toxic air contaminant. Under state law, the California Environmental Protection Agency, acting through CARB, is authorized to identify a substance as a TAC if it is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through Assembly Bill (AB) 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics "Hot Spot" Information and Assessment Act of 1987). The Tanner Air Toxics Act set up a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an "airborne toxics control measure" for sources that emit that TAC. If there is a safe threshold for a substance (*i.e.*, a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate "toxics best available control technology" to minimize emissions. To date, CARB has established formal control measures for 11 TACs that are identified as having no safe threshold.

Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the applicable air quality management district or air pollution control district. High-priority facilities are required to perform a health risk assessment, and if specific thresholds are exceeded, are required to communicate the results to the public through notices and public meetings.

CARB has promulgated the following specific rules to limit TAC emissions:

- **13 CCR Chapter 10 § 2485: Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.** Generally restricts on-road diesel-powered commercial motor vehicles with a gross vehicle weight rating of greater than 10,000 pounds from idling more than five minutes.
- **13 CCR Chapter 10 § 2480: Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools.** Generally restricts a school bus or transit bus from idling for more than five minutes when within 100 feet of a school.
- **13 CCR § 2477 and Article 8: Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets and Facilities Where TRUs Operate.** Regulations established to control emissions associated with diesel-powered TRUs.

Regional Regulations

Additional regional regulations pertaining to air quality impacts can also be found in Section 5.8, *Greenhouse Gas Emissions*, of this DEIR.

Air Quality Management Planning

South Coast AQMD is the agency responsible for improving air quality in the SoCAB and ensuring that the National and California AAQS are attained and maintained. South Coast AQMD is responsible for preparing the air quality management plan (AQMP) for the SoCAB in coordination with the Southern California Association of Governments (SCAG). The AQMP is a regional strategy plan to achieve air quality standards by examining emissions, looking at regional growth projections, and the impact of existing and proposed control measures to provide healthful air in the long-term. Since 1979, a number of AQMPs have been prepared.

2022 AQMP

South Coast AQMD adopted the 2022 AQMP on December 2, 2022, as an update to the 2017 AQMP. On October 1, 2015, the EPA strengthened the National AAQS for ground-level ozone, lowering the primary and secondary ozone standard levels to 70 parts per billion (ppb) (2015 Ozone National AAQS.). The SoCAB is currently classified as an "extreme" nonattainment area for the 2015 Ozone National AAQS. Meeting the 2015 federal ozone standard requires reducing NO_X emissions, the key pollutant that creates ozone, by 67 percent more than is required by adopted rules and regulations in 2037. The only way to achieve the required NO_x reductions is through extensive use of zero emission (ZE) technologies across all stationary and mobile sources. South Coast AQMD's primary authority is over stationary sources which account for approximately 20 percent of NO_x emissions. The overwhelming majority of NO_x emissions are from heavy-duty trucks, ships and other State and federally regulated mobile sources that are mostly beyond the South Coast AQMD's control. The region will not meet the standard absent significant federal action. In addition to federal action, the 2022 AQMP requires substantial reliance on future deployment of advanced technologies to meet the standard. The control strategy for the 2022 AQMP includes aggressive new regulations and the development of incentive programs to support early deployment of advanced technologies. The two key areas for incentive programs are (1) promoting widespread deployment of available ZE and low-NO_x technologies and (2) developing new ZE and ultra-low NO_x technologies for use in cases where the technology is not currently available. South Coast AQMD is prioritizing distribution of incentive funding in Environmental Justice areas and seeking opportunities to focus benefits on the most disadvantaged communities (South Coast AQMD 2022).

South Coast AQMD $PM_{2.5}$ Redesignation Request and Maintenance Plan

In 1997, the EPA adopted the 24-hour fine $PM_{2.5}$ standard of 65 micrograms per cubic meter ($\mu g/m^3$). In 2006, this standard was lowered to a more health-protective level of 35 $\mu g/m^3$. The SoCAB is designated nonattainment for both the 65 and 35 $\mu g/m^3$ 24-hour $PM_{2.5}$ standards (24-hour $PM_{2.5}$ standards). In 2020, monitored data demonstrated that the SoCAB attained both 24-hour $PM_{2.5}$ standards. The South Coast AQMD has developed the "2021 Redesignation Request and Maintenance Plan for the 1997 and 2006 24-hour $PM_{2.5}$ Standards" for the SoCAB, demonstrating that the SoCAB has met the requirements to be redesignated to attainment for the 24-hour $PM_{2.5}$ standards (South Coast AQMD 2021a).

AB 617, Community Air Protection Program

AB 617 (C. Garcia, Chapter 136, Statutes of 2017) requires local air districts to monitor and implement air pollution control strategies that reduce localized air pollution in communities that bear the greatest burdens. In response to AB 617, CARB has established the Community Air Protection Program.

Air districts are required to host workshops to help identify disadvantaged communities that are disproportionately affected by poor air quality. Once the criteria for identifying the highest priority locations have been identified and the communities have been selected, new community monitoring systems would be installed to track and monitor community-specific air pollution goals. In 2018 CARB prepared an air monitoring plan, the Community Air Protection Blueprint (Blueprint) that evaluates the availability and effectiveness of air monitoring technologies and existing community air monitoring networks. Under AB 617, the Blueprint is required to be updated every five years.

Under AB 617, CARB is also required to prepare a statewide strategy to reduce TACs and criteria pollutants in impacted communities; provide a statewide clearinghouse for best available retrofit control technology; adopt new rules requiring the latest best available retrofit control technology for all criteria pollutants for which an area has not achieved attainment of California AAQS; and provide uniform, statewide reporting of emissions inventories. Air districts are required to adopt a community emissions reduction program to achieve reductions for the communities impacted by air pollution that CARB identifies.

Lead Implementation Plan

In 2008, the EPA designated the Los Angeles County portion of the SoCAB as a nonattainment area under the federal lead classification due to the addition of source-specific monitoring under the new federal regulation. This designation was based on two source-specific monitors in the City of Vernon and the City of Industry that exceeded the new standard in the 2007-to-2009 period. The remainder of the SoCAB, outside the Los Angeles County nonattainment area, remains in attainment of the new 2008 lead standard. On May 24, 2012, CARB approved the State Implementation Plan (SIP) revision for the federal lead standard, which EPA revised in 2008. Lead concentrations in this nonattainment area have been below the level of the federal standard since December 2011. The SIP revision was submitted to the EPA for approval.

South Coast AQMD Rules and Regulations

All projects are subject to South Coast AQMD rules and regulations in effect at the time of activity, including:

- **Rule 401, Visible Emissions.** This rule is intended to prevent the discharge of pollutant emissions from an emissions source that results in visible emissions. Specifically, the rule prohibits the discharge of any air contaminant into the atmosphere by a person from any single source of emission for a period or periods aggregating more than three minutes in any one hour that is as dark as or darker than designated No. 1 on the Ringelmann Chart, as published by the US Bureau of Mines.

- **Rule 402, Nuisance.** This is intended to prevent the discharge of pollutant emissions from an emissions source that results in a public nuisance. Specifically, this rule prohibits any person from discharging

quantities of air contaminants or other material from any source such that it would result in an injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public. Additionally, the discharge of air contaminants would also be prohibited where it would endanger the comfort, repose, health, or safety of any number of persons to the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl animals.

- **Rule 403, Fugitive Dust.** This rule is intended to reduce the amount of particulate matter entrained in the ambient air because of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust and requires best available control measures to be applied to earth moving and grading activities. In general, the rule prohibits new developments from the installation of wood-burning devices.

- **Rule 445, Wood Burning Devices.** This rule is intended to reduce the emission of particulate matter from wood-burning devices and applies to manufacturers and sellers of wood-burning devices, commercial sellers of firewood, and property owners and tenants that operate a wood-burning device.

- **Rule 113, Architectural Coatings.** This rule serves to limit the VOC content of architectural coatings used on projects in the South Coast AQMD. Any person who supplies, sells, offers for sale, or manufactures any architectural coating for use on projects in the South Coast AQMD must comply with the current VOC standards set in this rule.

- **Rule 1403, Asbestos Emissions from Demolition/Renovation Activities.** The purpose of this rule is to specify work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM). The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage disposal, and landfilling requirements for asbestos-containing waste materials. All operators are required to maintain records, including waste shipment records, and a required to use appropriate warning labels, signs, and markings.

- **Rule 2305, Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program**. Rule 2305 applies to both the operators and owners of warehouses greater than or equal to 100,000 square feet in size, although most requirements apply to warehouse operators. The rule is being phased in over a three-year period based on warehouse size. Under Rule 2305, warehouse operations over 100,000 square feet are required to earn a specified number of WAIRE points using any combination of items from the WAIRE menu, implementation of a custom WAIRE plan, or payment of a mitigation fee. The amount of points every warehouse operator must earn annually depends on the number of truck trips to their warehouse during the 12-month compliance period. The WAIRE menu includes acquisition of or visits from near-zero-emissions (NZE) and zero-emissions (ZE) on-road trucks, acquiring or using ZE yard trucks, installing or using ZE charging/fueling infrastructure, installing or using solar panels, or installing

particulate filters for nearby sensitive land uses. Alternatively, an operator may choose to apply for a site-specific custom WAIRE plan that incorporates actions that are not on the WAIRE menu.

Local Regulations

City of Wildomar Municipal Code

- **Chapter 8.104, Solid Waste Collection and Disposal**, prohibits burning of solid waste, unless a permit has been issued and is in compliance with all applicable permit and other regulations of air pollution control authorities.

- **Chapter 10.36, Transportation Demand Management Program,** establishes policies to encourage and promote the use of alternative transportation modes through project design and facility planning. The City is currently working with the Western Riverside Council of Governments to develop detailed implementation strategies for congestion management and air quality in order to identify impacted areas within western Riverside County where these strategies should be enforced.

- **Chapter 12.08, Excavations and Encroachments on City Streets,** prohibits removal or severely trimming any tree planted in the right-of-way of any City street without first obtaining a permit from the Transportation Director.

- **Title 17, Zoning,** identifies the types of permitted land uses and development standards on all parcels throughout the various assigned zoning districts. Development standards can help reduce odor nuisances, obnoxious dust or fumes to adjacent properties.

5.3.1.3 EXISTING CONDITIONS

South Coast Air Basin Meteorology

The City of Wildomar is in the SoCAB, which includes all of Orange County and the nondesert portions of Los Angeles, Riverside, and San Bernardino counties. The SoCAB is in a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean in the southwest quadrant, with high mountains forming the remainder of the perimeter. The general region lies in the semipermanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. This usually mild weather pattern is interrupted infrequently by periods of extremely hot weather, winter storms, and Santa Ana winds (South Coast AQMD 2005).

Temperature and Precipitation

The annual average temperature varies little throughout the SoCAB, ranging from the low to middle 60s in degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all rain falls from November to April.

Humidity

Although the SoCAB has a semiarid climate, the air near the earth's surface is typically moist because of a shallow marine layer. This "ocean effect" is dominant except for infrequent periods when dry, continental air is brought into the SoCAB by offshore winds. Periods of heavy fog are frequent, especially along the coast. Low clouds, often referred to as high fog, are a characteristic climatic feature. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SoCAB (South Coast AQMD 1993).

Wind

Wind patterns across the southern coastal region are characterized by westerly or southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Wind speed is somewhat greater during the dry summer months than during the rainy winter season.

Between periods of wind, periods of air stagnation may occur in the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During the winter and fall months, surface high-pressure systems over the SoCAB, combined with other meteorological conditions, can result in very strong, downslope Santa Ana winds. These winds normally continue a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east inhibit the eastward transport and diffusion of pollutants. Air quality in the SoCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions (South Coast AQMD 2005).

Inversions

In conjunction with the two characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two distinct types of temperature inversions control the vertical depth through which pollutants are mixed. These inversions are the marine/subsidence inversion and the radiation inversion. The height of the base of the inversion at any given time is known as the "mixing height." The combination of winds and inversions are critical determinants in the highly degraded air quality in summer and the generally good air quality in the winter in the project area (South Coast AQMD 2005).

SoCAB Nonattainment Areas

The AQMP provides the framework for air quality basins to achieve attainment of the State and federal ambient air quality standards through the SIP. Areas are classified as attainment or nonattainment areas for particular pollutants depending on whether they meet the ambient air quality standards. Severity classifications for ozone nonattainment range from marginal, moderate, and serious to severe and extreme.

- **Unclassified.** A pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or nonattainment.

- **Attainment.** A pollutant is in attainment if the AAQS for that pollutant was not violated at any site in the area during a three-year period.
- **Nonattainment.** A pollutant is in nonattainment if there was at least one violation of an AAQS for that pollutant in the area.
- **Nonattainment/Transitional.** A subcategory of the nonattainment designation. An area is designated nonattainment/transitional to signify that the area is close to attaining the AAQS for that pollutant.

The attainment status for the SoCAB is shown in Table 5.3-3, *Attainment Status of Criteria Pollutants in the South Coast Air Basin*.

Table 5.3-3 Attainment Status of Criteria Air Pollutants in the South Coast Air Basin

Pollutant	State	Federal
Ozone – 1-hour	Extreme Nonattainment	No Federal Standard
Ozone – 8-hour	Extreme Nonattainment	Extreme Nonattainment
PM_{10}	Serious Nonattainment	Attainment
$PM_{2.5}$	Nonattainment	Nonattainment[1]
CO	Attainment	Attainment
NO_2	Attainment	Attainment/Maintenance
SO_2	Attainment	Attainment
Lead	Attainment	Nonattainment (Los Angeles County only)[2]
All others	Attainment/Unclassified	Attainment/Unclassified

Source: CARB 2023a.

[1] The SoCAB is pending a redesignation request from nonattainment to attainment for the 24-hour federal $PM_{2.5}$ standards. The *2021 PM2.5 Redesignation Request and Maintenance Plan* demonstrates that the South Coast meets the requirements of the CAA to allow the EPA to redesignate the SoCAB to attainment for the 65 µg/m^3 and 35 µg/m^3 24-hour $PM_{2.5}$ standards. CARB will submit the 2021 PM2.5 Redesignation Request to the US EPA as a revision to the California SIP (CARB 2021a).

[2] In 2010, the Los Angeles portion of the SoCAB was designated nonattainment for lead under the new 2008 federal AAQS as a result of large industrial emitters. Remaining areas for lead in the SoCAB are unclassified. However, lead concentrations in this nonattainment area have been below the level of the federal standard since December 2011 (South Coast AQMD 2012). CARB's SIP revision was submitted to the EPA for approval.

Existing Ambient Air Quality

Existing levels of ambient air quality and historical trends and projections in Wildomar are best documented by measurements taken by the South Coast AQMD. The City is in Source Receptor Area (SRA) 25,[7,8] and the Lake Elsinore-W Flint Street Monitoring Station best represents the ambient air quality. As shown in Table 5.3-4, *Ambient Air Quality Monitoring Summary*, the area regularly exceeds the State and federal one-hour and eight-hour O_3 standards and occasionally exceeds the federal PM_{10} in the last three recorded years.

[7] Locations of the SRAs and monitoring stations are shown here: http://www.aqmd.gov/docs/default-source/default-document-library/map-of-monitoring-areas.pdf.

[8] South Coast AQMD Rule 701 defines an SRA as: "A source area is that area in which contaminants are discharged and a receptor area is that area in which the contaminants accumulate and are measured. Any of the areas can be a source area, a receptor area, or both a source and receptor area." There are 37 SRAs within the South Coast AQMD's jurisdiction.

Table 5.3-4 Ambient Air Quality Monitoring Summary

Pollutant/Standard	Number of Days Thresholds Were Exceeded and Maximum Levels		
	2020	2021	2022
Ozone (O_3)			
State 1-Hour ≥ 0.09 ppm (days exceed threshold)	18	18	17
State & Federal 8-hour ≥ 0.070 ppm (days exceed threshold)	54	44	37
Max. 1-Hour Conc. (ppm)	0.130	0.118	0.121
Max. 8-Hour Conc. (ppm)	0.100	0.097	0.091
Nitrogen Dioxide (NO_2)[1]			
State 1-Hour ≥ 0.18 ppm (days exceed threshold)	0	0	0
Federal 1-Hour ≥ 0.100 ppm (days exceed threshold)	0	0	0
Max. 1-Hour Conc. (ppm)	0.0436	0.0437	0.0372
Coarse Particulates (PM_{10})			
State 24-Hour > 50 µg/m³ (days exceed threshold)	*	*	*
Federal 24-Hour > 150 µg/m³ (days exceed threshold)	1	0	0
Max. 24-Hour Conc. (µg/m³)	192.4	90.0	91.8
Fine Particulates ($PM_{2.5}$)			
Federal 24-Hour > 35 µg/m³ (days exceed threshold)	*	*	*
Max. 24-Hour Conc. (µg/m³)	41.6	28.8	16.2

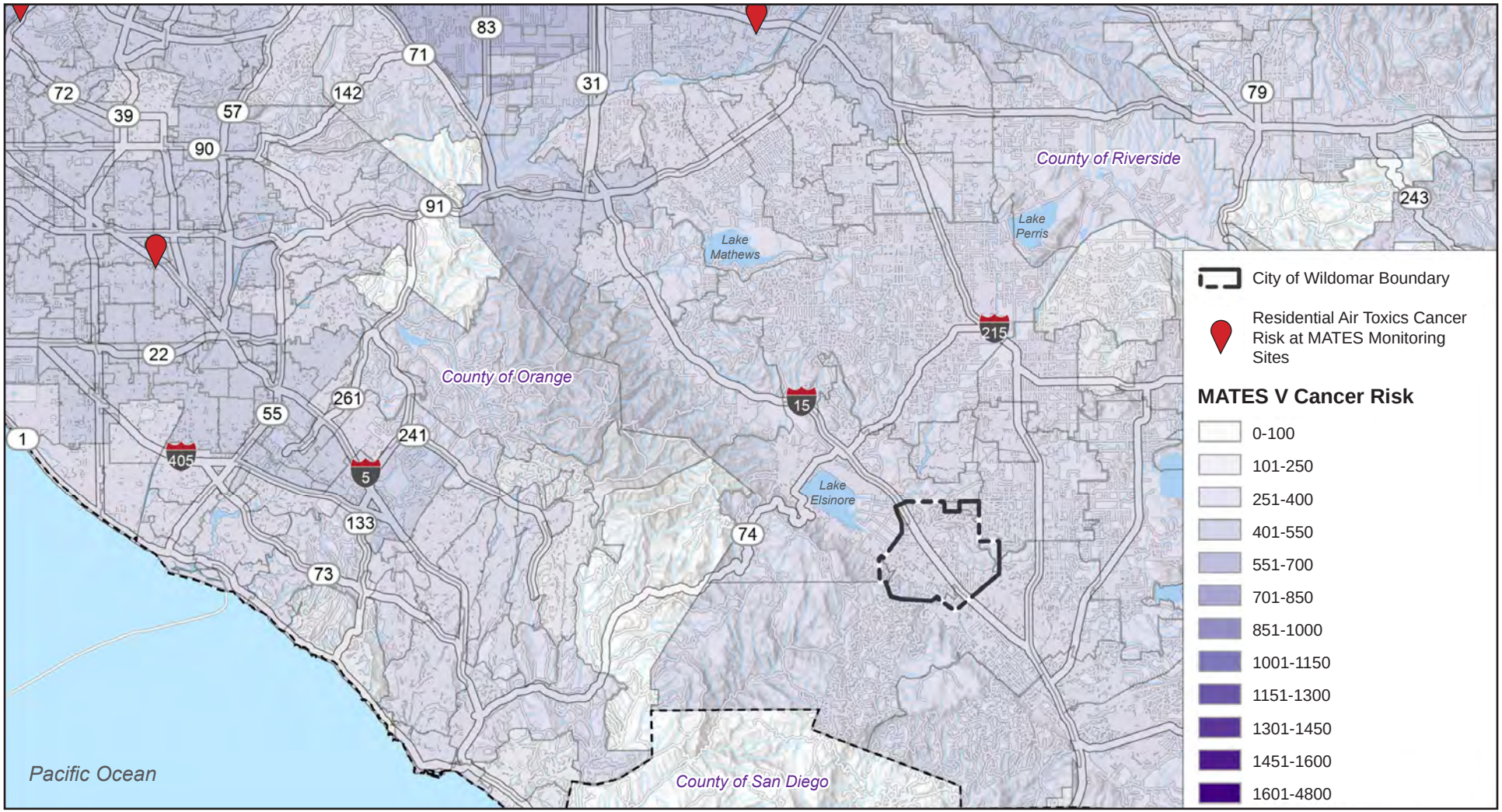
Source: CARB 2023c.
ppm = parts per million; parts per billion, µg/m³ = micrograms per cubic meter, * = not provided
Data for O_3, NO_2, PM_{10} and $PM_{2.5}$ obtained from the Lake Elsinore-W Flint Monitoring Station. Data may include exceptional events, like wildfires.

Multiple Air Toxics Exposure Study

The Multiple Air Toxics Exposure Study (MATES) is a monitoring and evaluation study on existing ambient concentrations of TACs and the potential health risks from air toxics in the SoCAB. In April 2021 South Coast AQMD released the latest update to the MATES study, MATES V. The first MATES analysis began in 1986 but was limited due to the technology available at the time. Conducted in 1998, MATES II was the first MATES iteration to include a comprehensive monitoring program, an air toxics emissions inventory, and a modeling component. MATES III was conducted from 2004 to 2006, with MATES IV following in 2012 to 2013.

MATES V used measurements taken during 2018 and 2019, with a comprehensive modeling analysis and emissions inventory based on 2018 data. The previous MATES studies quantified the cancer risks based on the inhalation pathway only. MATES V includes information on the chronic noncancer risks from inhalation and non-inhalation pathways for the first time. Cancer risks and chronic noncancer risks from MATES II through IV measurements have been re-examined using current Office of Environmental Health Hazards Assessment and California Environmental Protection Agency risk assessment methodologies and modern statistical methods to examine the trends over time. Figure 5.3-1, *South Coast AQMD MATES V Cancer Risk*, shows the results of the multi-pathway cancer risk from the MATES V study. The potential cancer risk is expressed as the incremental number of potential cancer cases that could be developed per million people, assuming that the population is exposed to the substance at a constant annual average concentration over a presumed 70-year lifetime.

Figure 5.3-1 - South Coast AQMD Mates V Cancer Risk



Source: SCAQMD 2023.

The MATES V study showed that cancer risk in the SoCAB decreased to 454 in a million from the MATES IV study risk of 997 in a million. Overall, air toxic cancer risk in the SoCAB decreased by 54 percent since 2012 when MATES IV was conducted. MATES V showed the highest risk locations near the Los Angeles International Airport and Ports of Long Beach and Los Angeles. DPM continues to be the major contributor to air toxics cancer risk. Goods movement and transportation corridors have the highest cancer risk. Transportation sources account for 88 percent of carcinogenic air toxics emissions, and the remainder is from stationary sources, which include large industrial operations such as refineries and power plants and smaller businesses such as gas stations and chrome-plating facilities. (South Coast AQMD 2021b).

Existing Emissions

The City consists of commercial, recreational, industrial, institutional, and residential land uses. These uses currently generate criteria air pollutant emissions from natural gas use for energy, heating, and cooking; vehicle trips associated with each land use; and area sources such as landscaping equipment and consumer cleaning products.[9] Table 5.3-5, *City of Wildomar Criteria Air Pollutant Emissions Inventory*, shows the average daily emissions inventory currently associated with the existing land uses in the City.

Table 5.3-5 City of Wildomar Criteria Air Pollutant Emissions Inventory

Sector	Existing Criteria Air Pollutant Emissions (pounds per day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Transportation[1]	70	780	2,559	8	61	28
Energy[2]	7	127	61	1	10	10
Area –Off-Road Equipment[3]	115	219	1,793	<1	11	10
Area – Consumer Products[4]	496	—	—	—	—	—
Tota	688	1,125	4,413	10	82	48

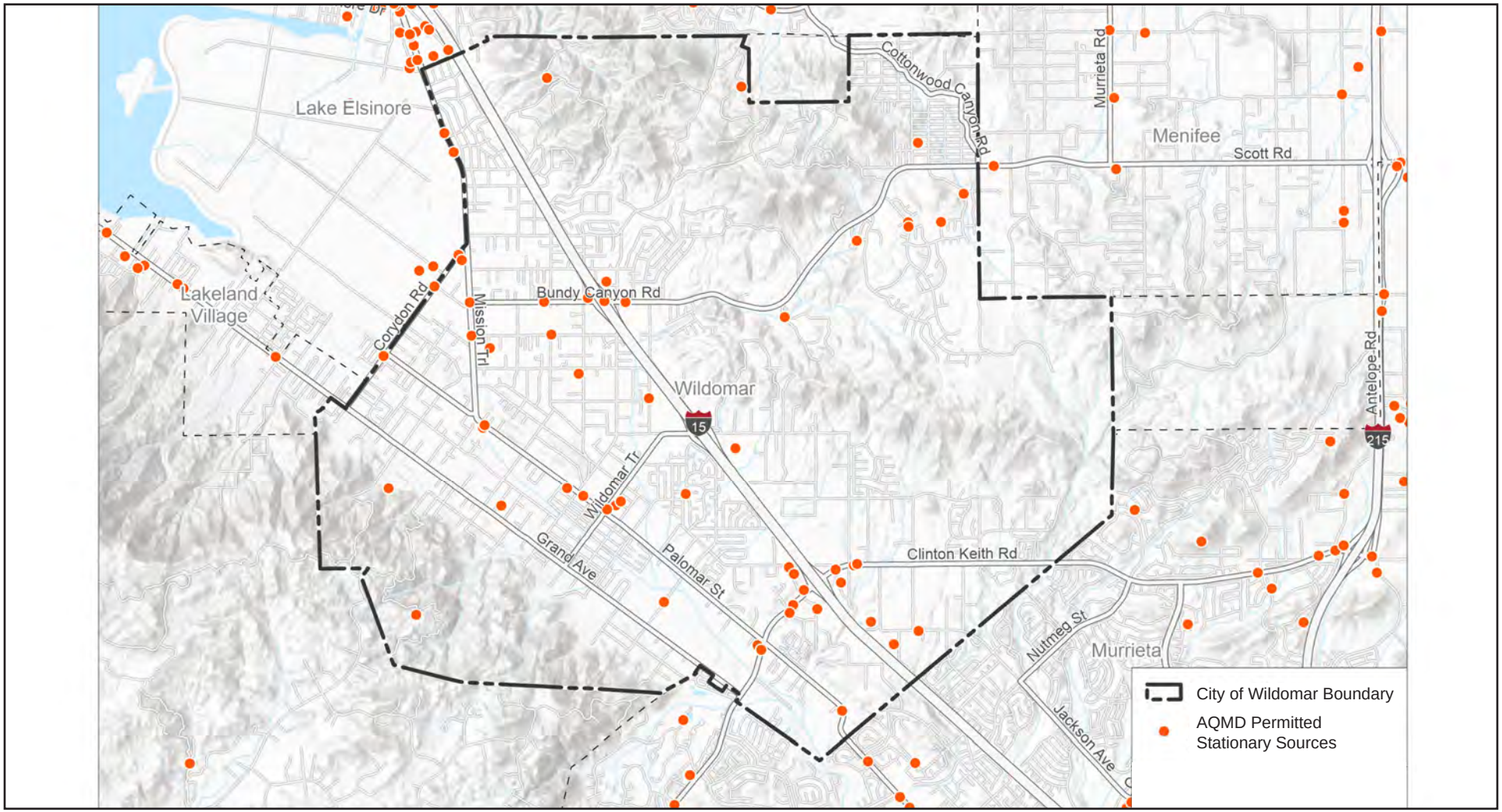
Sources:
1 EMFAC2021 Version 1.0.2. Based on daily VMT provided by Chen Ryan Associates (see Appendix 5.17-1).
2 Based on natural gas use provided by SoCalGas.
3 OFFROAD2021 V.1.0.5.
4 Based on CalEEMod 2022 User's Guide methodology to calculate VOC emissions from use of household consumer cleaning products.

Permitted Sources of Emissions

South Coast AQMD regulates stationary sources of emissions through source-specific rules that have been adopted to reduce criteria air pollutant emissions and TACs. South Coast AQMD maintains the Facility Information Detail (FIND) database of permitted facilities in its region. Permitted sources include smaller sources such as gas stations and chrome-plating facilities as well as large sources such as refineries and power stations. Figure 5.3-2, *South Coast AQMD Permitted Stationary Sources,* identifies permitted sources of emissions in Wildomar that are regulated directly by South Coast AQMD. Permitted sources of emissions are generally clustered in industrial areas of the City.

[9] Emissions from permitted sources are excluded from the existing emissions inventory because the reductions associated with the Industrial sector are regulated separately by South Coast AQMD and are not under the jurisdiction of the City of Wildomar.

Figure 5.3-2 - South Coast AQMD Permitted Stationary Sources



Source: SCAQMD 2023.

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases.

Residential areas are considered sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Other sensitive receptors are retirement facilities, hospitals, and schools. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial, commercial, retail, and office areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent, because the majority of the workers tend to stay indoors most of the time. In addition, the workforce is generally the healthiest segment of the population.

Environmental Justice (EJ) Communities

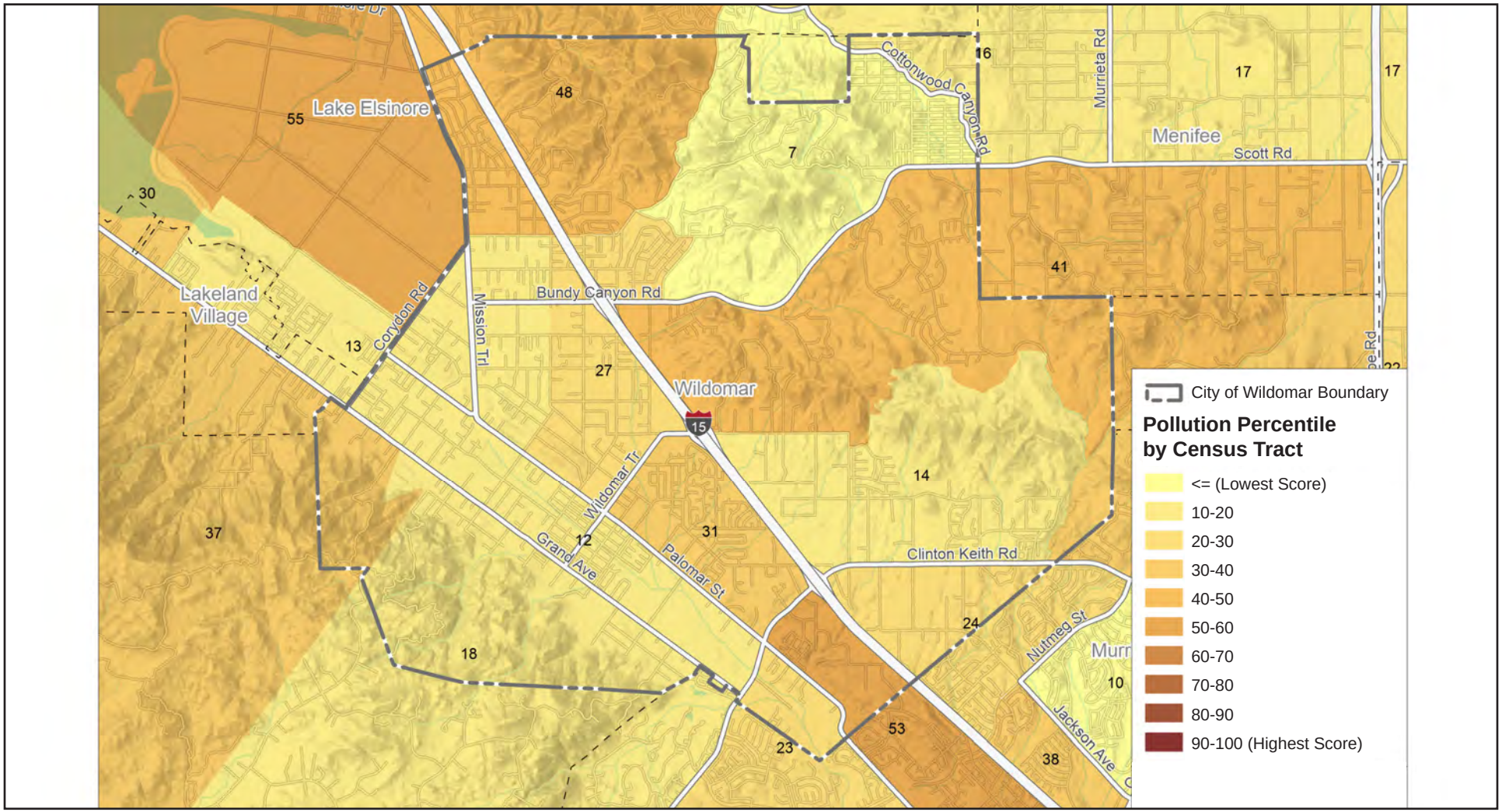
The South Coast AQMD region has the worst levels of ground-level ozone (smog) and among the highest levels of $PM_{2.5}$ in the nation. The air pollution levels in the region exceed National and California AAQS for both of these air pollutants. The health impacts associated with the high levels of air pollution cause respiratory and cardiovascular disease, exacerbate asthma, and can lead to premature death. EJ communities experience the brunt of the health effects from air pollution. In the 2022 AQMP, EJ communities are defined as census tracts in the top 25 percent in the California Office of Environmental Health Hazard Assessment's (OEEHA) California Communities Environmental Health Screening Tool, or CalEnviroScreen (CES). Approximately 37 percent of the SoCAB residents and 8 percent of Coachella Valley residents live in EJ communities (South Coast AQMD 2022).

CalEnviroScreen (CES) Air Quality Indicators

CES is a mapping tool the helps identify the California communities most affected by sources of pollution and where people are especially vulnerable to pollution's effects. People in EJ areas identified by CES may be disproportionately affected by and vulnerable to poor air quality. CES's "pollution burden" map identifies communities that are exposed to pollution from human activities, such as air pollution (ozone, $PM_{2.5}$, DPM), water pollution (drinking water contaminants), hazardous materials (pesticide use, children's lead exposure, toxic releases), and traffic density.

Figure 5.3-3, *CES4 Indicator: Pollution Score by Percentile*, shows the pollution burden for Wildomar relative to California. In CalEnviroScreen, the pollution burden scope considers the disproportionate effect of pollution on EJ communities, because the score weighs socioeconomic factors (*e.g.*, educational attainment and poverty) and sensitivity of the population (*e.g.*, asthma rates and cardiovascular disease).

Figure 5.3-3 - CES4 Indicator – Pollution Score by Percentile



Source: SCAQMD 2023.

Figure 5.3-4, *CES4 Indicator: Diesel Particulate Score by Percentile*, and Figure 5.3-5, *CES4 Indicator: Ozone Score by Percentile*, provide an estimate of the percentile of DPM and O_3 in Wildomar compared to the rest of the state (OEHHA 2023). The DPM percentile is based on spatial distribution of gridded DPM emissions from on-road and nonroad sources in 2016 (tons/year). Exposure to DPM has been shown to have numerous adverse health effects, including irritation to the eyes, throat, and nose; cardiovascular and pulmonary disease; and lung cancer. California regulations enacted since 1990 have led to a steady decline in diesel emissions. Particulate matter pollution, and fine particle ($PM_{2.5}$) pollution in particular, has been shown to cause numerous adverse health effects, including heart and lung disease (OEHHA 2021). The O_3 percentile displays the mean concentration of the summer months (May through October) of the daily maximum 8-hour ozone concentrations (ppm) over three years (2017 to 2019). Prolonged exposure to ozone has caused respiratory irritation, worsening of asthma, and exacerbation of lung disease (OEHHA 2021).

5.3.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

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

AQ-2 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

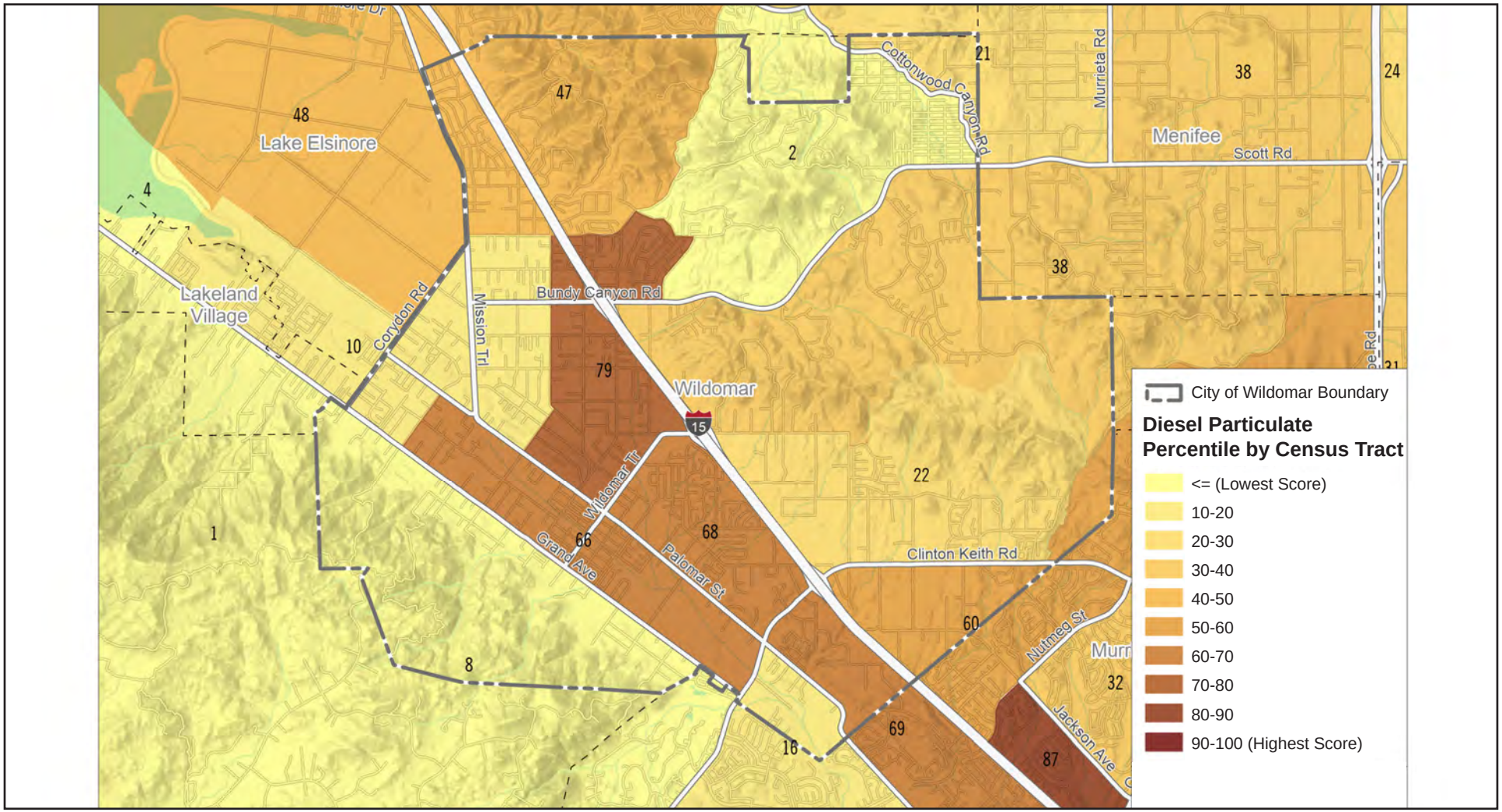
AQ-3 Expose sensitive receptors to substantial pollutant concentrations.

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

5.3.2.1 SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT THRESHOLDS

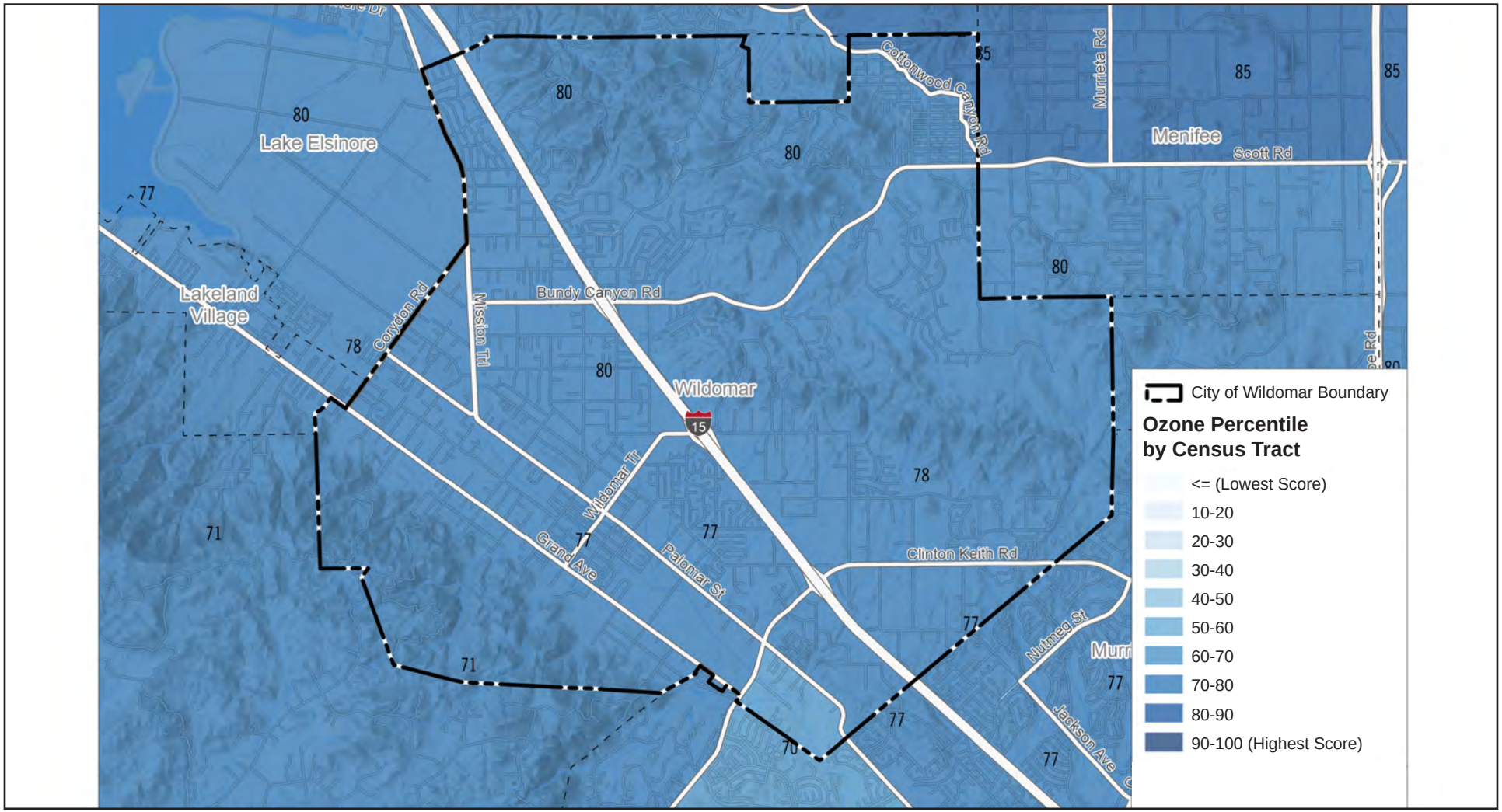
The analysis of the proposed project's air quality impacts follows the guidance and methodologies recommended in the South Coast AQMD's *CEQA Air Quality Handbook* (Handbook) and the significance thresholds on South Coast AQMD's website (South Coast AQMD 1993, 2019). CEQA allows the significance criteria established by the applicable air quality management or air pollution control district to be used to assess impacts of a project on air quality. South Coast AQMD has established regional thresholds of significance. In addition to the regional thresholds, projects are subject to the AAQS.

Figure 5.3-4 - CES4 Indicator – Diesel Particulate Score by Percentile



Source: SCAQMD 2023.

Figure 5.3-5 - CES4 Indicator – Ozone Score by Percentile



Source: SCAQMD 2023.

Regional Significance Thresholds

South Coast AQMD has adopted regional construction and operational emissions thresholds to determine a project's cumulative impact on air quality in the SoCAB, shown in Table 5.3-6, *South Coast AQMD Significance Thresholds*. The table lists thresholds that are applicable for all projects uniformly, regardless of size or scope. There is growing evidence that although ultrafine particulate matter contributes a very small portion of the overall atmospheric mass concentration, it represents a greater proportion of the health risk from PM. However, the EPA and CARB have not adopted AAQS to regulate ultrafine particulate matter; therefore, South Coast AQMD has not developed thresholds for them.

Table 5.3-6 SCAQMD Significance Thresholds

Air Pollutant	Construction Phase	Operational Phase
Reactive Organic Gases (ROG)	75 lbs/day	55 lbs/day
Carbon Monoxide (CO)	550 lbs/day	550 lbs/day
Nitrogen Oxides (NO_X)	100 lbs/day	55 lbs/day
Sulfur Oxides (SO_X)	150 lbs/day	150 lbs/day
Particulates (PM_{10})	150 lbs/day	150 lbs/day

Source: South Coast AQMD 2023.

In addition to the daily thresholds listed above, projects are also subject to the ambient air quality standards. These are addressed though an analysis of localized CO impacts. The California 1-hour and 8-hour CO standards are:

- 1-hour = 20 parts per million
- 8-hour = 9 parts per million

The significance of localized project impacts depends on whether ambient CO levels in the vicinity of the project are above or below state and federal CO standards. If ambient levels are below the standards, a project is considered to have significant impacts if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a state or federal standard, then project emissions are considered significant if they increase ambient concentrations by a measurable amount. The South Coast AQMD defines a measurable amount as 1.0 ppm or more for the 1-hour CO concentration or 0.45 ppm or more for the 8-hour CO concentration.

Projects that exceed the regional significance threshold contribute to the nonattainment designation of the SoCAB. The attainment designations are based on the AAQS, which are set at levels of exposure that are determined to not result in adverse health effects. Exposure to fine particulate pollution and ozone causes myriad health impacts, particularly to the respiratory and cardiovascular systems.

- Increases cancer risk (PM2.5, TACs)
- Aggravates respiratory disease (O3, PM2.5)
- Increases bronchitis (O3, PM2.5)
- Causes chest discomfort, throat irritation, and increased effort to take a deep breath (O3)

- Reduces resistance to infections and increases fatigue (O3)
- Reduces lung growth in children (PM2.5)
- Contributes to heart disease and heart attacks (PM2.5)
- Contributes to premature death (O3, PM2.5)
- Contributes to lower birth weight in newborns (PM2.5) (South Coast AQMD 2015a)

Exposure to fine particulates and ozone aggravates asthma attacks and can amplify other lung ailments such as emphysema and chronic obstructive pulmonary disease. Exposure to current levels of $PM_{2.5}$ is responsible for an estimated 4,300 cardiopulmonary-related deaths per year in the SoCAB. In addition, University of Southern California scientists, in a landmark children's health study, found that lung growth improved as air pollution declined for children aged 11 to 15 in five communities in the SoCAB (South Coast AQMD 2015b).

South Coast AQMD is the primary agency responsible for ensuring the health and welfare of sensitive individuals exposed to elevated concentrations of air pollutants in the SoCAB and has established thresholds that would be protective of these individuals. To achieve the health-based standards established by the EPA, South Coast AQMD prepares an AQMP that details regional programs to attain the AAQS.

Mass emissions in Table 5.3-6 are not correlated with concentrations of air pollutants but contribute to the cumulative air quality impacts in the SoCAB. The thresholds are based on the trigger levels for the federal New Source Review Program, which was created to ensure projects are consistent with attainment of health-based federal AAQS. Regional emissions from a single project do not single-handedly trigger a regional health impact, and it is speculative to identify how many more individuals in the air basin would be affected by the health effects listed above. Projects that do not exceed the South Coast AQMD regional significance thresholds in Table 5.3-6 would not violate any air quality standards or contribute substantially to an existing or projected air quality violation.

If projects exceed the emissions in Table 5.3-6, emissions would cumulatively contribute to the nonattainment status and would contribute to elevating the associated health effects. Known health effects related to ozone include worsening of bronchitis, asthma, and emphysema and a decrease in lung function. Health effects associated with particulate matter include premature death of people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, decreased lung function, and increased respiratory symptoms. Reducing emissions would further contribute to reducing possible health effects related to criteria air pollutants. However, for projects that exceed the emissions in Table 5.3-6, it is speculative to determine how this would affect the number of days the region is in nonattainment—since mass emissions are not correlated with concentrations of emissions—or how many additional individuals in the air basin would be affected.

South Coast AQMD has not provided methodology to assess the specific correlation between mass emissions generated and the effect on health that is needed to address the issue raised in *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, Case No. S21978 (known as "Friant Ranch"). Ozone concentrations depend on a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Because of the complexities of predicting ground-level ozone concentrations in relation to the National AAQS and

California AAQS, it is not possible to link health risks to the magnitude of emissions exceeding the significance thresholds. However, if a project in the SoCAB exceeds the regional significance thresholds, the project could contribute to an increase in health effects in the basin until the attainment standard is met in the SoCAB.

Localized Significance Thresholds

South Coast AQMD identifies localized significance thresholds (LST), shown in Table 5.3-7, *South Coast AQMD Localized Significance Thresholds*. Emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ generated at a project site could expose sensitive receptors to substantial concentrations of criteria air pollutants. Off-site mobile-source emissions are not included in the LST analysis. A project would generate a significant impact if it generates emissions that would violate the AAQS when added to the local background concentrations.

Table 5.3-7 South Coast AQMD Localized Significance Thresholds

Air Pollutant (Relevant AAQS)	Concentration
1-Hour CO Standard (CAAQS)	20 ppm
8-Hour CO Standard (CAAQS)	9.0 ppm
1-Hour NO_2 Standard (CAAQS)	0.18 ppm
Annual NO_2 Standard (CAAQS)	0.03 ppm
24-Hour PM_{10} Standard – Construction (South Coast AQMD)[1]	10.4 µg/m^3
24-Hour $PM_{2.5}$ Standard – Construction (South Coast AQMD)[1]	10.4 µg/m^3
24-Hour PM_{10} Standard – Operation (South Coast AQMD)[1]	2.5 µg/m^3
24-Hour $PM_{2.5}$ Standard – Operation (South Coast AQMD)[1]	2.5 µg/m^3
Annual Average PM_{10} Standard (South Coast AQMD)[1]	1.0 µg/m^3

Source: South Coast AQMD 2023.
ppm: parts per million; µg/m^3: micrograms per cubic meter
[1] Threshold is based on South Coast AQMD Rule 403. Since the SoCAB is in nonattainment for PM_{10} and $PM_{2.5}$, the threshold is established as an allowable change in concentration. Therefore, background concentration is irrelevant.

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the State one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. With the turnover of older vehicles and introduction of cleaner fuels as well as implementation of control technology at industrial facilities, CO concentrations in the SoCAB and the state have steadily declined.

In 2007, the SoCAB was designated in attainment for CO under both the California AAQS and National AAQS. The CO hotspot analysis conducted for the attainment by South Coast AQMD did not predict a violation of CO standards at the busiest intersections in Los Angeles during the peak morning and afternoon

periods.[10] As identified in South Coast AQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide, peak carbon monoxide concentrations in the SoCAB in the years before redesignation were a result of unusual meteorological and topographical conditions and not of congestion at a particular intersection. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection to more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact (BAAQMD 2023).[11]

Health Risk Thresholds

Whenever a project would require use of chemical compounds that have been identified in South Coast AQMD Rule 1401, placed on CARB's air toxics list pursuant to AB 1807, or placed on the EPA's National Emissions Standards for Hazardous Air Pollutants, a health risk assessment is required by the South Coast AQMD. Table 5.3-8, *South Coast AQMD Incremental Risk Thresholds for TACs*, lists the TAC incremental risk thresholds for operation of a project. The purpose of this environmental evaluation is to identify the significant effects of the proposed project on the environment, not the significant effects of the environment on the proposed project. See *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369 (Case No. S213478). CEQA does not require an analysis of the environmental effects of attracting development and people to an area. However, the environmental document must analyze the impacts of environmental hazards on future users when a proposed project exacerbates an existing environmental hazard or condition. Residential, commercial, and office uses do not use substantial quantities of TACs and typically do not exacerbate existing hazards, so these thresholds are typically applied to new industrial projects.

Table 5.3-8 South Coast AQMD Incremental Risk Thresholds for TACs

Maximum Incremental Cancer Risk	≥ 10 in 1 million
Hazard Index (project increment)	≥ 1.0
Cancer Burden in areas ≥ 1 in 1 million	> 0.5 excess cancer cases

Source: South Coast AQMD 2023.

[10] The four intersections were: Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day with LOS E in the morning peak hour and LOS F in the evening peak hour.

[11] The CO hotspot analysis refers to the modeling conducted by the Bay Area Air Quality Management District (BAAQMD) for its CEQA Guidelines because it is based on newer data and considers the improvement in mobile-source CO emissions. Although meteorological conditions in the Bay Area differ from those in the Southern California region, the modeling conducted by BAAQMD demonstrates that the net increase in peak hour traffic volumes at an intersection in a single hour would need to be substantial. This finding is consistent with the CO hotspot analysis South Coast AQMD prepared as part of its 2003 AQMP to provide support in seeking CO attainment for the SoCAB. Based on the analysis prepared by South Coast AQMD, no CO hotspots were predicted for the SoCAB. As noted in the preceding footnote, the analysis included some of Los Angeles' busiest intersections, with daily traffic volumes of 100,000 or more peak hour vehicle trips operating at LOS E and F.

5.3.3 Proposed General Plan Goals and Policies

Open Space and Conservation Element

GOAL OS 1: Biological resources are protected from development, conserved, restored, and enhanced.

- **Policy OS-1.6 Natural Vegetation Conservation.** Maintain and conserve mature and historic examples of native trees, natural vegetation, stands of established trees, and other features for ecosystem, aesthetic, and water conservation purposes.

GOAL OS 2 Air quality is protected from adverse environmental factors that contribute to poor air quality.

- **Policy OS-2.1 Air Quality Coordination.** Collaborate with the South Coast Air Quality Management District (South Coast AQMD), Southern California Association of Governments (SCAG), and the California Air Resources Board (CARB) in the preparation and application of regional air quality management plans, programs, enforcement measures, and mitigation measures designed to reduce and/or minimize the amount of primary and secondary air pollutants.

- **Policy OS-2.2 New Construction.** Require compliance with South Coast AQMD regulations and support appropriate future measures to reduce fugitive dust emanating from new project construction sites.

- **Policy OS-2.3 Compatible Development Siting.** Require that siting for new developments is compatible with the existing land uses and ensure that land uses for sensitive receptors such as daycares, schools, hospitals, and elderly housing are separated and protected from polluting point sources using pollution control measures such as distance, barriers, and landscaping.

- **Policy OS-2.4 Landscaping and Construction Equipment.** Encourage the reduction of gasoline- or diesel-powered landscaping and construction equipment and increased use of electric equipment.

- **Policy OS-2.5 Vehicle Charging Infrastructure.** Work with utility providers to expand EV charging infrastructure throughout the community to accelerate the use of zero emission vehicles, prioritizing multifamily, commercial, office, and municipal properties.

- **Policy OS-2.6 City Vehicles.** Purchase City vehicles consistent with the state's Advanced Clean Fleet regulations as feasible.

GOAL OS 6: Energy is used efficiently and sourced from resilient, low carbon, and renewable energy supplies.

- **Policy OS-6.1 Energy Conservation.** Encourage energy audits and energy-efficient retrofitting of existing buildings throughout the City.

- **Policy OS-6.2 Energy Transition.** Work with local energy providers and contractors to support residents and business owners transitioning to all-electric appliances and renewable energy.

- **Policy OS-6.4 Energy Independence.** Increase the installation of on-site renewable energy systems in new and existing developments with the capacity to support these systems, enforcing the renewable energy requirements of the California Building Standards Code and encouraging buildings not covered by State requirements to install renewable energy systems.

- **Policy OS-6.5 Energy Storage.** Encourage new and existing buildings to include battery storage systems, especially at buildings with solar energy installations and municipal buildings that provide essential community services.

- **Policy OS-6.6 Municipal Energy Transition.** Transition municipal operations to renewable energy sources and electric building operations as feasible.

- **Policy OS-6.7 Tree Canopy.** Maintain and expand the tree canopy in residential and commercial neighborhoods to provide shade, improve air and water quality, reduce the heat island effect, and create habitat for birds and pollinators.

- **Policy OS-6.8 Urban Cooling**. Promote the construction of cool roofs, green roofs, and rooftop gardens, as feasible, to support decreased energy demand and urban cooling. Rooftop gardens also cool the surrounding area through moisture retention and surface reflectivity. The construction of rooftop gardens would reduce energy consumption and associated GHG emissions in the building energy sector.

- **Policy OS-6.9 Cooling Elements.** Encourage site and building design that avoids unwanted heat gain from solar exposure and considers passive solar and wind design. Features that provide shading at suitable times of the day and year and generally should be "passive" or automatic, avoiding the need for occupants to regularly monitor or adjust them. Examples of passive and active solar and wind design include orienting buildings to maximize exposure to cooling effects of prevailing winds, daylighting design, natural ventilation, space planning, thermal massing, and locating landscaping and landscape structures to shade buildings.

Land Use Element

GOAL LU 4 Urban Form: A City of distinct centers and corridors surrounded by neighborhoods and connected to a network of parks and open spaces**.**

- **Policy LU-4.1 Patterns and Distribution of Uses and Density.** Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Plan (Figure LU-1) to promote efficient development; reduce automobile dependence and greenhouse gas emissions; ensure compatibility among uses; enhance community livability and health; and sustain economic vitality.

- **Policy LU-4.2 Multi-modal Linkages.** Incorporate appropriate linkages for pedestrians, cyclists, transit users and other non-vehicular travel modes in the design and development of projects.

GOAL LU 6 Maintenance and Compatibility With Other Uses: Development is located and designed to maintain the qualities that distinguish Wildomar and to ensure effective transitions between neighborhoods and districts.

- **Policy LU-6.1 Protect from Adverse Impacts.** Retain and enhance the integrity of existing residential, employment, and open space areas by protecting them from encroachment of land uses that would result in impacts from noise, noxious fumes, glare, shadowing, and traffic.

GOAL LU 8 Residential Neighborhoods. A City composed of neighborhoods with a variety of housing types that are desirable places to live, contribute to the quality of life, and are well maintained.

- **Policy LU-8.2 Connections and Linkages.** Integrate networks of parks, plazas, public squares, bicycle trails and pedestrian paths into new residential development to provide both connections in neighborhoods as well as linkages with surrounding features and neighborhoods.

GOAL LU 9 Commercial Areas. Vital, active, prosperous, and well-designed commercial centers and corridors offer a diversity of goods, services, and entertainment and contribute a positive experience for Wildomar's residents and visitors.

- **Policy LU-9.1 Commercial Uses and Variety.** Provide for and encourage the development of a broad range of uses in Wildomar's commercial centers and corridors that reduce the need to travel to adjoining communities for goods and services and capture a greater share of local spending.

- **Policy LU-9.2 Concentrate Commercial Uses.** Concentrate commercial uses near transportation facilities and higher-density residential areas and require the incorporation of facilities to promote the use of public transit, such as bus turnouts.

- **Policy LU-9.4:Internal and External Connections.** Encourage the provision of non-vehicular access between commercial uses and adjoining neighborhoods and the development of internal cross-connections between commercial uses so as to reduce the number of curb cuts and number of vehicle trips on adjacent roadways.

GOAL LU 10 Mixed-Use Districts and Corridors: Well-designed districts and corridors contain an integrated mix of commercial, office, and/or housing that enable Wildomar's residents to live close to businesses and employment, reduce automobile use, and actively engage and enhance pedestrian activity.

- **Policy LU-10.1 Mixed Use Design and Development.** Encourage mixed use development, as designated in the Land Use Plan, that is designed appropriately for Wildomar.

GOAL LU 11: Industrial Uses: Light industrial uses are accommodated to enhance economic activity and are located and designed in a compatible manner with surrounding land uses.

- **Policy LU-11.1 Protect from Incompatible Uses.** Protect industrial lands from encroachment of incompatible or sensitive uses, such as residential or schools, that could be impacted by industrial activity.

- **Policy LU-11.2 Concentrate Near Transportation and Utilities.** Concentrate industrial and business park uses in proximity to transportation facilities and utilities.

Circulation Element

GOAL CI 1: A well-connected transportation network that is safe, comfortable, efficient, and accessible by users of all ages, abilities, and modes of travel, including pedestrians, bicyclists, drivers, equestrians, transit users, and movers of commercial goods.

- **Policy CI-1.1 Complete Streets.** Plan, design, operate, and maintain City streets using Complete Streets principles for all types of transportation projects within the City including new, retrofit/reconstruction, maintenance, and ongoing projects. Repurposing unneeded roadway pavement to implement bicycle and pedestrian improvements, for example lane or road diets, should be considered as one of the tools to implement Complete Streets.

- **Policy CI-1.4 Walkable Town Center.** Create a walkable town center, anchored around the Old Town core, with gathering places and trails that reflect the City of Wildomar's unique qualities and history. Comfortable walking and bicycling connections will enhance access to the Old Town area from communities throughout the City.

- **Policy CI-1.8 Enhance Connectivity.** When feasible, require developments to incorporate short block spacing and a strong street grid network as a means to enhance connectivity for all travel modes. Encourage the inclusion of non-motorized transportation corridors, such as paseos, promenades, and multi-use paths to improve connectivity along blocks or non-continuous streets.

GOAL CI 2: Pedestrian infrastructure that is safe, connected, and comfortable for users of all ages and abilities, inclusive of accessible curb ramps and sidewalks, marked crosswalks, trail connections, lighting, and pedestrian crossing features.

- **Policy CI-2.1 Pedestrian Network.** Improve pedestrian safety, comfort, and connectivity throughout the City, with an emphasis on implementing the various pedestrian route types (shown in Figure 3-1), and connections serving schools, parks, and commercial/retail centers.

- **Policy CI-2.2 Close Connectivity Gaps.** Improve pedestrian network connectivity by requiring development projects to close connectivity gaps by extending project frontage improvements to the nearest connecting sidewalk/trail, where feasible and/or where fee credit/reimbursement programs exist. Factors to be considered may include, but are not limited to, the proposed project's land use, destinations created by the project, or destinations that could be reached by occupants of the new development, the length of the gap, etc.

- **Policy CI-2.7 Connections to Trailheads.** Provide pedestrian connections to recreational trailheads, where feasible.

- **Policy CI-2.9 Walking to School.** Encourage walking as a preferred transportation mode for trips to and from elementary, middle, and high schools and nearby destinations.

GOAL CI 3: A safe and connected bicycle network composed of context-appropriate bicycle facilities and supporting amenities that serve the needs of recreational and utilitarian bicyclists of all ages and abilities.

- **Policy CI-3.1 Bicycle Network.** Improve bicycle safety, comfort, and connectivity throughout the City, with an emphasis on implementing the planned bicycle network (shown on Figure 3-2).

- **Policy CI-3.2 Close Connectivity Gaps.** Improve bicycle network connectivity by requiring development projects to close connectivity gaps by extending project frontage improvements to the nearest connecting bicycle facility, where feasible and/or where fee credit/reimbursement programs exist. Factors to be considered may include, but are not limited to, the proposed project's land use(s), destinations created by the project, or destinations that could be reached by occupants of the new development, the length of the gap, etc.

- **Policy CI-3.4 Include Bicycle Facilities in Projects.** Coordinate street resurfacing and restriping efforts, capital improvements projects, and development projects to include bicycle facilities identified in the planned bicycle network, where applicable.

- **Policy CI-3.5 Connect with Adjacent Jurisdictions.** Coordinate with adjacent jurisdictions to provide continuous and uniform bicycle connections to and from neighboring communities, where feasible.

- **Policy CI-3.8 Biking to Schools.** Pursue collaborative opportunities with local schools to implement programs that promote bicycle education and safety and encourage usage among students.

- **Policy CI-3.10 Bicycle Racks.** Encourage existing retailers, shops, and shopping centers to install bicycle racks. Permit the reallocation of vehicular parking space(s) to bicycle parking spaces, if supported by a parking utilization study and/or if the remaining spaces are consistent with the minimum required for the respective land use as identified in Section 17.188.030 of Wildomar's Municipal Code.

- **Policy CI-3.11 Employer-Provided Amenities.** Encourage employers to install end-of-trip amenities for bicycle riders, such as bicycle parking, maintenance stations, lockers, and/or showers.

- **Policy CI-3.13 Freeway Crossings.** As properties adjacent to I-15 develop, consider the feasibility of, and potential demand for, incorporating additional freeway crossings that prioritize pedestrian and bicycle mobility.

GOAL CI 4: A public transportation network that allows for convenient access to major destinations, both within Wildomar and the region.

- **Policy CI-4.3 First-Mile/Last-Mile Connectivity.** Encourage convenient and safe pedestrian and bicycle linkages to and from bus stops to provide better first-mile/last-mile connectivity. This includes connectivity to/from existing and new development and along streets providing access to the bus stops.

GOAL CI 5: Convenient and efficient vehicle circulation with minimal congestion that does not degrade pedestrian and bicycle safety, mobility, and access.

- **Policy CI-5.2 Connect with Adjacent Jurisdictions.** Work with adjacent jurisdictions to provide continuous vehicular connections to and from neighboring communities.

- **Policy CI-5.4 Level of Service Threshold.** Although Vehicle Miles Traveled (VMT) will be utilized as the traffic impact metric for California Environmental Quality Act (CEQA) review process, Level of Service (LOS) is still a critical measure and indicator of traffic operations. LOS D shall be the threshold for all Circulation Element roadways and intersections, consistent with Transportation Impact Analysis (TIA) Guidelines adopted by the City Council, unless otherwise approved by the City Engineer.

- **Policy CI-5.5 Vehicle Miles Travelled Threshold.** All projects in the City shall be in compliance with Resolution No. 2020-40, Vehicle Miles Traveled (VMT) CEQA Threshold Policy Guidelines. Efforts should be made to reduce VMT by prioritizing pedestrian and bicycle travel and/or incorporating active transportation enhancements, to the extent feasible. Efforts to reduce VMT may not necessarily have to be implemented on-site, but rather, in coordination with City staff, off-site projects that would offset the VMT increase caused by a particular project can be identified. Applicants/Developers would have the option to either construct the project/improvement or calculate the costs associated with the construction of the project/improvement and pay that as an in-lieu fee.

- **Policy CI-5.7 Evaluate Roadway Network.** As development occurs, evaluate the need to designate additional roads as Circulation Element roadways, or amend existing designations, to help enhance vehicle circulation, reduce congestion, and increase connectivity throughout the City. Measures shall not come at the expense of pedestrian and/or bicycle safety, mobility, and access, unless approved by the City Engineer.

- **Policy CI-5.9 Connect Lake Elsinore to Interstate 15.** Continue to coordinate with the City of Lake Elsinore and respective property owners in Wildomar to identify a preferred connection between Lake Elsinore and Interstate 15 via Bundy Canyon Road, or alternatives. This connection could help reduce cut-through traffic on local or Collector streets in Wildomar and capitalize on the region's investment in Bundy Canyon Road.

- **Policy CI-5.12Utilize Transportation Demand Management.** Regularly update the Transportation Demand Management (TDM) ordinance to include best management practices for reducing VMT. Updates to the ordinance should include consideration of private shuttle bus services, work from home programs, vanpool programs, and parking strategies that would incentivize use of public or private transportation for key development projects.

GOAL CI 7: A comprehensive trail network that provides for equestrian mobility and alternate recreational options.

- **Policy CI-7.2 Close Connectivity Gaps.** Analyze gaps in the trail system and develop an approach for closing gaps, including property acquisition and/or dedicated easements, where necessary and feasible.

- **Policy CI-7.3 Connect with Adjacent Jurisdictions.** Leverage trails within other jurisdictions to provide connectivity from Wildomar to points beyond.

- **Policy CI-7.4 Equestrian Trails.** Preserve and enhance equestrian trails where they currently exist.

5.3.4 Environmental Impacts

5.3.4.1 METHODOLOGY

The air quality evaluation was prepared in accordance with the requirements of CEQA to determine if significant air quality impacts are likely to occur in conjunction with future development that would be accommodated by the proposed project. The published South Coast AQMD's *CEQA Air Quality Handbook* and its updates on the South Coast AQMD website are intended to provide local governments with guidance for analyzing and mitigating project-specific air quality impacts. It provides standards, methodologies, and procedures for conducting air quality analyses in EIRs that were used in this analysis. The following is a summary by sector of the assumptions used for the City's criteria air pollutant emissions inventory and forecast included in Appendix 5.3-1.

- **Building Energy.** Emissions associated with natural gas use for residential and nonresidential land uses in the City were modeled based on data provided by the Southern California Gas Company (SoCalGas) for years 2018 through 2022 (Appendix 5.3-1). Forecasts are adjusted for increases in population for natural gas use and non-residential square footage for non-residential natural gas use in the City.

- **Transportation.** Transportation emissions forecasts were modeled using emissions data from CARB's EMFAC2021 V1.0.2 web database. Model runs were based on internal and external origin-destination (O-D) VMT data provided by Chen Ryan Associates (see Appendix 5.17-1) for calendar year 2019 (existing) and 2045 emission rates.[12] The VMT is based on the O-D using the Riverside County Transportation Model and includes the full trip length for land uses in the City and a 50 percent reduction in the trip length for external-internal/internal-external trips based on the recommendations of CARB's Regional Targets Advisory Committee under SB 375.[13] Consistent with CARB's methodology within the Climate Change Scoping Plan Measure Documentation Supplement, daily VMT was multiplied by 347 days per year to account for reduced traffic on weekends and holidays to determine annual emissions.

[12] The Year 2045 inventory represents the projected emissions that the existing land uses would generate in the future, using year 2045 emission factors for on-road vehicles. To isolate the impacts related to the change in land uses proposed under the Proposed General Plan, emissions related to the update will be based on the difference in emissions generated by the existing and proposed land uses under year 2045 conditions. This approach is taken because existing land uses would be subject to regulations that come into effect in the future that reduce mobile-source emissions. Thus, the level of emissions the existing land uses generate today would not be generated in perpetuity, but would be affected by these state regulations.

[13] For accounting purposes, there are two types of trips:
Internal OD VMT: Vehicle miles associated with vehicle trips that both originate and terminate within the city boundary.
External OD VMT: Vehicle miles associated with vehicle trips that either originate or terminate (but not both) within the city boundary.

- **Off-Road Equipment.** OFFROAD is a database of equipment use and associated emissions for each county compiled by CARB. Off-road equipment in the City is based on year 2019 emission rates for Riverside County obtained from CARB's OFFROAD V1.0.5 web database. OFFROAD was used to estimate criteria air pollutant emissions from lawn and garden, light commercial, construction equipment, and agriculture in the City. To determine the percentage of emissions attributable to the city, light commercial equipment is estimated based on employment for Wildomar as a percentage of Riverside County and forecasted based on the change in employment in the City. Construction equipment use is estimated based on building permit data for Wildomar and County of Riverside from data compiled by the US Census and assumes that construction emissions for the forecast year would be similar to historical levels. Lawn and garden equipment is based on the percentage of population in Wildomar compared to Riverside County and forecasted based on the change in population in the City. Agricultural equipment is based on the percentage of farmland in the City compared to the County of Riverside.

- **Area Sources.** Area sources are based on CalEEMod defaults for emissions generated from use of consumer products and cleaning supplies (CAPCOA 2022).

Impacts of the Environment on a Project

In 2016, the California Legislature passed SB 1000, Planning for Healthy Communities Act, to incorporate EJ into the local land use planning process. SB 1000 requires local governments to address pollution and other hazards that disproportionately impact low-income communities and communities of color in their jurisdictions. SB 1000 mandates that general plans address EJ but does not require CEQA analyses to address EJ issues. The proposed project addresses air quality and health risk impacts of implementing the proposed project to sensitive land uses.

Buildout of the proposed land use plan under the proposed project could result in siting sensitive uses (*e.g.*, residential) near sources of emissions (*e.g.*, freeways, industrial uses, etc.). Developing new sensitive land uses near sources of emissions could expose persons that inhabit these sensitive land uses to potential air quality-related impacts. However, the purpose of this environmental evaluation is to identify the significant effects of the proposed project on the environment, not the significant effects of the environment on the proposed project. *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369 (Case No. S213478). Thus, CEQA does not require analysis of the potential environmental effects from siting sensitive receptors near existing sources, and this type of analysis is not provided in Section 5.3.4.2. However, the proposed project includes policies (Open Space and Conservation Element Policies OS-2.1, OS-2.2, and OS-2.3 and Land Use Element Policies LU-4.2 and LU-11.1) that would require design features to minimize air quality impacts and to achieve appropriate health standards.

5.3.4.2 IMPACT ANALYSIS

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.3-1: Buildout of the Proposed General Plan, and associated emissions, would exceed the assumptions of the South Coast AQMD's AQMP. [Threshold AQ-1]

The South Coast AQMD is directly responsible for reducing emissions from area, stationary, and mobile sources in the SoCAB to achieve the National and California AAQS and has responded to this requirement by preparing an AQMP. The South Coast AQMD Governing Board adopted the 2022 AQMP, which is a regional and multiagency effort (South Coast AQMD, CARB, SCAG, and EPA).

A consistency determination with the AQMP plays an important role in local agency project review by linking local planning and individual projects to the AQMP. It fulfills the CEQA goal of informing decision makers of the environmental efforts of the project under consideration early enough to ensure that air quality concerns are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to the clean air goals in the AQMP.

The two principal criteria for conformance with an AQMP are:

1. Whether the project would exceed the assumptions in the AQMP.
2. Whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timeline attainment of air quality standards.

SCAG is South Coast AQMD's partner in the preparation of the AQMP, providing the latest economic and demographic forecasts and developing transportation measures. Regional population, housing, and employment projects developed by SCAG are based, in part, on general plan land use designations. These projections form the foundation for the emissions inventory of the AQMP.

Criterion 1

Table 5.3-9, *Comparison of Population and Employment Forecast*, compares the population and employment growth forecast under the proposed project to the existing conditions. Table 5.3-9 shows that the proposed project would result in more VMT as a result of an increase in population; however, VMT per service population would decrease from the existing conditions as well as from the current General Plan. As a result, the proposed project provides a more efficient land use than existing conditions and a more efficient land use plan that reduces VMT per resident and employee. Therefore, the proposed project would be consistent with the AQMP under the first criterion.

Table 5.3-9 Comparison of Population and Employment Forecast

Scenario	Existing	Current General Plan	Proposed General Plan	Change from Existing		Change from the Current General Plan	
				Change	%	Change	%
Population	37,326	60,045	65,325	27,999	75%	5,280	9%
Employment	5,841	9,516	12,115	6,274	107%	2,599	27%
Service Population (SP)[1]	43,167	69,561	77,440	34,273	79%	7,879	11%
Daily VMT[2]	904,100	1,321,564	1,451,849	547,749	61%	130,285	10%
VMT/SP	20.9	19.0	18.7	-2.2	-10%	-0.3	-1%

[1] Service population (SP) consists of the aggregate of total employees and population within the study area.
[2] Source: Chen Ryan Associates 2023 (Appendix 5.17-1).

Criterion 2

The SoCAB is designated nonattainment for O_3 and $PM_{2.5}$ under the California and National AAQS,[14] nonattainment for PM_{10} under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS (CARB 2023a). Because the proposed project involves long-term growth associated with buildout of the City, cumulative emissions generated from operation of individual development projects would exceed the South Coast AQMD regional and localized thresholds (see Impact 5.3-3). Consequently, emissions generated by development projects in addition to existing sources in the City are considered to cumulatively contribute to the nonattainment designations of the SoCAB. Buildout of the proposed land use plan associated with the proposed project could contribute to an increase in frequency or severity of air quality violations and delay attainment of the AAQS or interim emission reductions in the AQMP, and emissions generated from buildout would result in a significant air quality impact. Therefore, the proposed project would be inconsistent with the AQMP. As identified in Impact 5.3-3, the proposed project would result in a substantial increase in VOC, NO_X, and CO compared to existing conditions.

Summary

Buildout of the Proposed General Plan would be consistent with the AQMP under the first criterion. However, air pollutant emissions associated with buildout of the proposed project would cumulatively contribute to the nonattainment designations in the SoCAB. Therefore, the proposed project would be inconsistent with the AQMP.

Level of Significance Before Mitigation: Impact 5.3-1 would be potentially significant.

[14] The SoCAB is pending a resignation request from nonattainment to attainment for the 24-hour federal $PM_{2.5}$ standards. The 2021 $PM_{2.5}$ Redesignation Request and Maintenance Plan demonstrates that the South Coast meets the requirements of the CAA to allow the EPA to redesignate the SoCAB to attainment for the 65 $\mu g/m^3$ and 35 $\mu g/m^3$ 24-hour $PM_{2.5}$ standards. CARB will submit the 2021 $PM_{2.5}$ Redesignation Request to the EPA as a revision to the California SIP (CARB 2021a).

Mitigation Measures

AQ-1 Prior to discretionary approval by the City of Wildomar for development projects subject to CEQA (California Environmental Quality Act) review (*i.e.*, nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City of Wildomar Planning Department for review and approval. The evaluation shall be prepared in conformance with the South Coast Air Quality Management District (South Coast AQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Wildomar Building & Safety department shall require feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include but are not limited to the following:

- Require fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as:
  - Requiring use of nontoxic soil stabilizers to reduce wind erosion.
  - Applying water every four hours to active soil disturbing activities.
  - Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.
- Using construction equipment rated by the United States Environmental Protection Agency as having Tier 4 interim or higher exhaust emission limits.
- Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards.
- Limiting nonessential idling of construction equipment to no more than five consecutive minutes.
- Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality Management District's website at: https://www.aqmd.gov/home/rules-compliance/compliance/vocs/architectural-coatings/super-compliant-coatings.

These identified measures shall be incorporated into all appropriate construction documents (*e.g.*, construction management plans) submitted to the City and shall be verified by the City's Planning Department.

AQ-2 Prior to discretionary approval by the City of Wildomar for development projects subject to CEQA (California Environmental Quality Act) review (*i.e.*, nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project operation-phase-related air quality impacts to the City of Wildomar Planning Department

for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Wildomar Planning Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the conditions of approval.

Possible mitigation measures to reduce long-term emissions could include, but are not limited to the following:

- For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug-in of the anticipated number of refrigerated trailers to reduce idling time and emissions.
- Applicants for manufacturing and light industrial uses shall consider energy storage and combined heat and power in appropriate applications to optimize renewable energy generation systems and avoid peak energy use.
- Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 CCR Chapter 10 § 2485).
- Provide bicycle parking facilities per the Nonresidential Voluntary Measures and Residential Voluntary Measures of CALGreen.
- Provide facilities to support electric charging infrastructure per the Nonresidential Voluntary Measures and Residential Voluntary Measures of CALGreen.
- Applicant-provided appliances shall be Energy Star–certified appliances or appliances of equivalent energy efficiency (*e.g.*, dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star–certified or equivalent appliances shall be verified by the City during plan check.

Level of Significance After Mitigation: Impact 5.3-1 would be significant and unavoidable.

Impact 5.3-2: Construction activities associated with future development that would be accommodated under the Proposed General Plan could generate short-term emissions in exceedance of the South Coast AQMD's threshold criteria. [Threshold AQ-2 and AQ-3]

Construction activities under the proposed project would also temporarily increase PM_{10}, $PM_{2.5}$, VOC, NO_X, SO_X, and CO regional emissions in the SoCAB. The primary source of NO_X, CO, and SO_X emissions is the operation of construction equipment. The primary sources of particulate matter (PM_{10} and $PM_{2.5}$) emissions are activities that disturb the soil, such as grading and excavation, road construction, and building demolition

and construction. The primary sources of VOC emissions are the application of architectural coating and off-gas emissions associated with asphalt paving. A discussion of health impacts associated with air pollutant emissions generated by construction activities is included under "Air Pollutants of Concern" in Section 5.3.1.2, *Regulatory Framework*.

Construction activities associated with the proposed project would occur over the buildout horizon of the plan, causing short-term emissions of criteria air pollutants. However, information regarding specific development projects, soil types, and the locations of receptors would be needed to quantify the level of impact associated with construction activity. Due to the scale of development activity associated with buildout of the proposed project, emissions would likely exceed the South Coast AQMD regional significance thresholds. In accordance with the South Coast AQMD methodology, emissions that exceed the regional significance thresholds would cumulatively contribute to the nonattainment designations of the SoCAB.

Air quality emissions related to construction must be addressed on a project-by-project basis. For the proposed project, which is a broad-based policy plan, it is not possible to determine whether the scale and phasing of individual projects would exceed the South Coast AQMD's short-term regional or localized construction emissions thresholds. In addition to regulatory measures—*e.g.*, South Coast AQMD Rule 403 for fugitive dust control, Rule 1113 for architectural coatings, and CARB's Airborne Toxic Control Measures—mitigation imposed at the project level may include extension of construction schedules and/or use of special equipment. Policy OS-2.2 in Open Space and Conservation Element would also require compliance with South Coast AQMD regulations and support appropriate future measures to reduce fugitive dust emanating from new project construction sites.

While individual projects under the proposed project may not exceed the South Coast AQMD regional significance thresholds, the likely scale and extent of construction activities associated with future development projects under the Proposed General Plan would likely continue to exceed the relevant South Coast AQMD thresholds for some projects. Construction-related regional air quality impacts of developments that would be accommodated by the proposed project would be potentially significant.

Level of Significance Before Mitigation: Impact 5.3-2 would be potentially significant.

Mitigation Measures

Implement Mitigation Measure AQ-1.

Level of Significance After Mitigation: Impact 5.3-2 would be significant and unavoidable.

Impact 5.3-3: Implementation of the proposed project would generate additional, long-term emissions in exceedance of South Coast AQMD's threshold criteria and cumulatively contribute to the South Coast Air Basin's nonattainment designations. [Threshold AQ-2]

The Proposed General Plan guides growth and development in the City by designating allowed land uses by parcel and through implementation of its goals and policies. New development would increase air pollutant emissions in the City and contribute to the overall emissions in the SoCAB. A discussion of health impacts

associated with air pollutant emissions generated by operational activities is included under "Air Pollutants of Concern" in Section 5.3.1.2, *Regulatory Framework*. The proposed project sets up the framework for growth and development, but does not directly result in development. Before development can occur, it must be analyzed for conformance with the general plan, zoning requirements, and other applicable local and State requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits.

Criteria Air Pollutant Emissions Forecast

The emissions forecast for Wildomar is shown in Table 5.3-10, *City of Wildomar Regional Criteria Air Pollutant Emissions Forecast*. As shown in Table 5.3-10, buildout of the proposed project would result in an increase in long-term emissions that exceed the daily South Coast AQMD thresholds for VOC, NO_X, and CO. Emissions of SO_2, PM_{10}, and $PM_{2.5}$ would slightly increase compared to the existing land uses in the City in 2045, but would not exceed the South Coast AQMD thresholds.

The increase in VOC emissions compared to the existing land uses is a result of the increase in residential uses, which result in an increase in consumer product use. Emissions of VOC that exceed the South Coast AQMD regional significance thresholds would contribute to the O_3 nonattainment designation of the SoCAB. The increase in NO_X and CO emissions is a result of the increase in mobile source and offroad equipment emissions. Emissions of NO_X that exceed South Coast AQMD's regional significance thresholds would cumulatively contribute to the O_3 and particulate matter (PM_{10} and $PM_{2.5}$) nonattainment designations of the SoCAB.

Table 5.3-10 City of Wildomar Regional Criteria Air Pollutant Emissions Forecast

Sector	Criteria Air Pollutant Emissions (pounds per day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Existing – 2045 Emission Rates[1]						
Transportation	11	167	930	6	51	18
Energy	7	127	61	1	10	10
Area –Offroad Equipment	115	219	1,793	<1	11	10
Area – Consumer Products	496	—	—	—	—	—
Existing Total	629	512	2,784	7	72	38
Proposed Project						
Transportation	18	268	1,493	9	82	29
Energy	13	227	109	1	18	18
Area –Offroad Equipment	185	225	3,205	<1	11	10
Area – Consumer Products	931	—	—	—	—	—
Proposed Project Total	1,148	719	4,808	11	111	57

Table 5.3-10 City of Wildomar Regional Criteria Air Pollutant Emissions Forecast

Sector	Criteria Air Pollutant Emissions (pounds per day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Change						
Transportation	7	101	563	3	31	11
Energy	6	99	49	1	8	8
Area –Offroad Equipment	71	7	1,412	<1	<1	<1
Area – Consumer Products	436	—	—	—	—	—
Total	519	207	2,024	4	39	19
South Coast AQMD Regional Significance Threshold	55	55	550	150	150	55
Significant?	Yes	Yes	Yes	No	No	No

Source. Appendix 5.3-1.
[1] Existing land uses modeled using 2045 emission rates in order to isolate the effect of the land use changes associated with the proposed project.

Furthermore, the proposed project includes policies that would contribute to reducing operational emissions associated with development projects. Policies OS-2.5, OS-6.1, OS-6.2, OS-6.5, and OS-6.8 in Open Space and Conservation Element and Policies LU-4.2, LU-9.4, and LU-10.1 in the Land Use Element would reduce GHG emissions and energy demand and therefore have air quality co-benefits. In addition, Policies CI-5.5, CI-5.7, and CI-5.12 in the Circulation Element would help reduce VMT and vehicle congestion to improve air quality. Despite the policies in the Proposed General Plan, the proposed project would exceed the South Coast AQMD regional significance thresholds and would contribute to the nonattainment designation of the SoCAB.

Environmental Justice

South Coast AQMD is taking steps to address localized impacts and exposures within EJ communities. EJ communities are disproportionally impacted by various types of pollution and experience health, social, and economic inequalities. These inequities can also make residents of EJ communities more vulnerable to the effects of environmental pollution. These communities are often located near multiple air pollution sources including both mobile sources and commercial and industrial facilities (South Coast AQMD 2022). The most critical air pollutant affecting health in the SoCAB is $PM_{2.5}$, which includes DPM. Policy OS-2.3 in Open Space and Conservation Element and Policy LU-11.1 in Land Use Element would ensure development to be compatible with surrounding land uses to reduce environmental effects on sensitive receptors.

Level of Significance Before Mitigation: Impact 5.3-3 would be potentially significant.

Mitigation Measures

Implement Mitigation Measure AQ-2.

Level of Significance After Mitigation: Impact 5.3-3 would be significant and unavoidable.

Impact 5.3-4: The proposed project would expose sensitive receptors to substantial toxic air contaminant concentrations. [Threshold AQ-3]

Development and operation of new land uses accommodated under the proposed project's proposed land use plan could generate new sources of localized criteria air pollutant and TACs in the City from area/stationary sources and mobile sources.

CO Hotspots

Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection to more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact (BAAQMD 2023). Implementation of the proposed project under horizon year conditions would add vehicle trips but is not anticipated to produce the volume of traffic required to generate a CO hotspot. According to traffic volume data provided by Chen Ryan Associates, the intersection that would experience the greatest traffic volumes in 2045 would be the I-15 NB Ramps to Wildomar Trail on Clinton Keith Road, with an estimated 49,300 average daily trips (ADT). As an industry standard, the ADT are divided by 10 to identify the estimated peak hour traffic volumes at this intersection. Based on this, the intersection the I-15 NB Ramps to Wildomar Trail on Clinton Keith Road would experience an estimated 4,930 peak hour vehicle trips. Thus, implementation of the proposed project would not produce the volume of traffic required to generate a CO hotspot, and CO hotspots impacts would be less than significant.

Localized Significance Thresholds (LSTs)

Implementation of the Proposed General Plan could expose sensitive receptors to elevated pollutant concentrations during construction activities if it would cause or contribute significantly to elevating those levels. Unlike regional emissions as shown in Table 5.3-10, localized concentrations refer to an amount of pollutant in a volume of air (ppm or $\mu g/m^3$) and can be correlated to potential health effects. LSTs are the amount of project-related emissions at which localized concentrations (ppm or $\mu g/m^3$) would exceed the ambient air quality standards for criteria air pollutants for which the SoCAB is designated a nonattainment area.

Construction LSTs

Buildout of the Proposed General Plan would occur over the buildout horizon of the plan via several smaller projects, each with its own construction time frame and equipment. Because an LST analysis can only be conducted at a project-level, quantification of LSTs is not applicable for the program-level environmental analysis of the Proposed General Plan. Because potential development and redevelopment could occur close to existing sensitive receptors, future development projects that would be accommodated by the Proposed General Plan have the potential to expose sensitive receptors to substantial pollutant concentrations. Construction equipment exhaust combined with fugitive particulate matter emissions has the potential to expose sensitive receptors to substantial concentrations of criteria air pollutant emissions and result in potentially significant impacts.

Operational LSTs

The types of land uses that could generate substantial amounts of stationary source emissions include industrial land uses, which is a land use accommodated under the Proposed General Plan (see Table 3-2, *Proposed General Plan Land Use Conversion Table*). Implementation of the Proposed General Plan policies could contribute to reducing criteria air pollutant emissions to nearby sensitive receptors.

Policy OS-2.3 in the Open Space and Conservation Element and Policy LU-11.1 in the Land Use Element would ensure proposed industrial development would be compatible with surrounding land uses to reduce environmental effects on sensitive receptors. Policy OS-2.4 through Policy OS-2.6 in the Open Space and Conservation Element would promote protection of air quality and minimize operation-related emissions in the City. The aforementioned policies of the Proposed General Plan would contribute to minimizing localized operation-related emissions from individual land use development projects accommodated in the Proposed General Plan to the extent possible.

However, per the LST methodology, information regarding specific development projects and the locations of receptors would be needed in order to quantify the levels of localized operation and construction-related impacts associated with future development projects. Thus, because the Proposed General Plan is a broad-based policy plan and does not itself propose specific development projects, it is not possible to calculate individual project-related operation emissions at this time.

Overall, because of the likely scale of future development and the inclusion of industrial uses that would be accommodated by the Proposed General Plan, some development projects could likely exceed the LSTs. Therefore, localized operation-related air quality impacts associated with implementation of the Proposed General Plan are considered potentially significant impacts.

Health Risk: Toxic Air Contaminants

The allowed development under the Proposed General Plan could elevate concentrations of TACs (*e.g.,* DPM) in the vicinity of sensitive land uses during temporary construction activities that would use offroad equipment operating on-site, and at different levels depending on the type of activity (for example, limited to none during installation of utilities, and more during grading activities). Operation of the development allowed under the Proposed General Plan would also generate DPM emissions from diesel truck activity (truck maneuvering and idling), TRUs, and diesel-fueled off-road equipment (*i.e.*, forklifts and yard trucks) in proximity to nearby sensitive receptors.

Permitted Stationary Sources

Various industrial and commercial processes (*e.g.*, manufacturing, dry cleaning) allowed under the proposed land use plan would be expected to release TACs. Industrial land uses, such as chemical processing facilities, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities, have the potential to be substantial stationary sources that would require a permit from South Coast AQMD. Policy OS-2.3 in the Open Space and Conservation Element would ensure development to be compatible with surrounding land uses to reduce environmental effects on sensitive receptors. Additionally, emissions of TACs would be controlled by South

Coast AQMD through permitting and would be subject to further study and health risk assessment prior to the issuance of any necessary air quality permits under South Coast AQMD Rule 1401, which would ensure less than significant impacts.

Industrial Land Uses

Warehousing or industrial operations generate substantial DPM emissions from off-road equipment use, truck idling, and/or use of TRUs for cold storage. The Proposed General Plan would result in net increase of 1,393,616 square feet of industrial land use at buildout under the Light Industrial (LI) and Business Park (BP) land use designations, primarily on the north side of Clinton Keith Road and west of Elizabeth Lane, as shown in Figure 3-4, *Proposed Land Use Plan*. However, Policy OS-2.3 in the Open Space and Conservation Element and Policy LU-11.1 in the Land Use Element would ensure proposed industrial development to be compatible with surrounding land uses to reduce environmental effects on sensitive receptors.

Though stationary sources associated with the Proposed General Plan would be required to comply with South Coast AQMD Rule 1401, truck idling does not fall under the purview of the air district. Therefore, health risk impacts from development of industrial warehousing are considered potentially significant.

Level of Significance Before Mitigation: Impact 5.3-4 would be potentially significant.

Mitigation Measures

AQ-3 **Industrial and Warehouse Development Health Risk Assessments.** Prior to discretionary approval by the City of Wildomar, project applicants for new industrial or warehousing development projects that 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered transport refrigeration units, and 2) are within 1,000 feet of a sensitive land use (*e.g.*, residential, schools, hospitals, nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the City of Wildomar Planning Department for review and approval. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment and the South Coast AQMD. If the HRA shows that the incremental cancer risk and/or noncancer hazard index exceeds the respective threshold, as established by the South Coast AQMD at the time a project is considered, the project applicant will be required to identify best available control technologies for toxics (T-BACTs) and appropriate enforcement mechanisms and demonstrate that they are capable of reducing potential cancer and noncancer risks to an acceptable level. T-BACTs may include but are not limited to restricting idling on-site or electrifying warehousing docks to reduce diesel particulate matter, or requiring use of newer equipment and/or vehicles. T-BACTs identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.

Level of Significance After Mitigation: Impact 5.3-4 would be significant and unavoidable.

Impact 5.3-5: The proposed project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. [Threshold AQ-4]

Growth within the City under the proposed project could generate new sources of odors. Nuisance odors from land uses in the SoCAB are regulated under South Coast AQMD Rule 402, *Nuisance*, which states:

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

Industrial Land Uses

Compost facilities, landfills, solid-waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), asphalt batch manufacturing plants, chemical manufacturing, and food manufacturing facilities are typical sources of odors from industrial land uses. As identified above, the Proposed General Plan would result in a net increase in new industrial or warehousing in Wildomar. The Proposed General Plan would result in a net increase of 1,393,616 square feet of industrial land use at buildout under the Light Industrial (LI) and Business Park (BP) land use designations.

Industrial land uses are required to comply with South Coast AQMD Rule 402 and future environmental review, which would ensure that sensitive land uses are not exposed to objectionable odors. Therefore, impacts from potential odors generated from industrial land uses associated with the proposed project are considered less than significant.

Residential and Other Retail/Commercial Land Uses

Residential and other nonresidential, nonindustrial land uses that would be accommodated by the proposed project could result in the generation of odors such as exhaust from landscaping equipment and from cooking. As stated above, buildout of the Proposed General Plan would also result in a net increase of retail (4,179 acres) and commercial (385 acres) land use. Unlike industrial land uses, these are not considered potential generators of odor that could affect a substantial number of people. Nuisance odors are regulated under South Coast AQMD Rule 402, which requires abatement of any nuisance generating a verified odor complaint. Therefore, impacts from potential odors generated from residential and other nonresidential land uses associated with the proposed project are considered less than significant.

Construction

During construction activities of development projects that would be accommodated by the proposed project, construction equipment exhaust and application of asphalt and architectural coatings would temporarily generate odors. Any construction-related odor emissions would be temporary and intermittent. Noxious odors would be confined to the immediate vicinity of the construction equipment in use. By the time such emissions reached any sensitive receptor sites, they would be diluted to well below any level of air

quality concern. Short-term construction-related odors are expected to cease upon the drying or hardening of odor-producing materials. Therefore, impacts associated with construction-generated odors are considered less than significant.

Level of Significance Before Mitigation: Impact 5.3-5 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.3-5 would be less than significant.

5.3.5 Cumulative Impacts

The cumulative setting for air quality is the SoCAB. In accordance with the South Coast AQMD methodology, any project that produces a significant project-level regional air quality impact in an area that is in nonattainment, contributes to the cumulative impact. Cumulative projects include new development and general growth within the SoCAB. The SoCAB is nonattainment for O_3, PM_{10}, and $PM_{2.5}$. Due to the extent of the area potentially impacted from cumulative project emissions, South Coast AQMD considers a project cumulatively significant when project-related emissions exceed the regional emissions thresholds. As identified in Impact 5.3-2 (construction) and Impact 5.3-3 (operation), implementation of the proposed project would cumulatively contribute to the nonattainment designations of the air basins, and cumulative impacts are significant.

Construction

The SoCAB is designated nonattainment for O_3, $PM_{2.5}$, PM_{10}, and lead (Los Angeles County only) under the California and/or National AAQS. Construction of cumulative projects would further degrade the regional and local air quality. Air quality would be temporarily impacted during construction activities and use of offroad equipment could elevate concentrations of TACs in the vicinity of sensitive land uses. Implementation of mitigation measures for related projects would reduce cumulative impacts. However, project-related construction emissions could still potentially exceed the South Coast AQMD significance thresholds on a project and cumulative basis. Consequently, the Proposed General Plan's contribution to cumulative air quality impacts would be cumulatively considerable and would therefore be significant.

Operation

For operational air quality emissions, any project that does not exceed or can be mitigated to less than the daily regional threshold values are not considered by South Coast AQMD to be a substantial source of air pollution and does not add significantly to a cumulative impact. Operation of development allowed under the Proposed General Plan could result in emissions in excess of the South Coast AQMD regional emissions thresholds for long-term operation. Additionally, the net increase in industrial land use development under Proposed General Plan would generate TACs that would contribute to elevated levels of risk in the air basin. Therefore, the Proposed General Plan's air pollutant emissions would be cumulatively considerable and therefore significant.

5.3.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.3-5.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.3-1** The Proposed General Plan would provide more efficient land use than existing conditions to meet the first South Coast AQMD's AQMP criterion. However, buildout of the Proposed General Plan would result in cumulative emissions which would exceed South Coast AQMD's regional and localized thresholds. Therefore, the associated emissions from the Proposed General Plan would cumulatively contribute to the nonattainment designation in the SoCAB and would not be consistent with the assumptions of the South Coast AQMD's AQMP.

- **Impact 5.3-2** Construction activities associated with future development that would be accommodated under the proposed project could generate short-term emissions in exceedance of the South Coast AQMD's threshold criteria.

- **Impact 5.3-3** Implementation of the Proposed General Plan would generate additional, long-term emissions in exceedance of South Coast AQMD's threshold criteria and cumulatively contribute to the South Coast Air Basin's nonattainment designations.

- **Impact 5.3-4** Operation of industrial and warehousing land uses accommodated under the Proposed General Plan could expose sensitive receptors to substantial toxic air contaminant concentrations.

5.3.7 Mitigation Measures

Impact 5.3-1

AQ-1 Prior to discretionary approval by the City of Wildomar for development projects subject to CEQA (California Environmental Quality Act) review (*i.e.*, nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City of Wildomar Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Wildomar Building & Safety department shall require feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include:

- Require fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as:
  - Requiring use of nontoxic soil stabilizers to reduce wind erosion.
  - Applying water every four hours to active soil disturbing activities.
  - Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.
- Using construction equipment rated by the United States Environmental Protection Agency as having Tier 4 interim or higher exhaust emission limits.
- Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards.
- Limiting nonessential idling of construction equipment to no more than five consecutive minutes.
- Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality Management District's website at: https://www.aqmd.gov/home/rules-compliance/compliance/vocs/architectural-coatings/super-compliant-coatings.

These identified measures shall be incorporated into all appropriate construction documents (*e.g.*, construction management plans) submitted to the City and shall be verified by the City's Planning Department.

AQ-2 Prior to discretionary approval by the City of Wildomar for development projects subject to CEQA (California Environmental Quality Act) review (*i.e.*, nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project operation-phase-related air quality impacts to the City of Wildomar Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Wildomar Planning Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the conditions of approval. Possible mitigation measures to reduce long-term emissions could include, but are not limited to the following:

- For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug-in of the anticipated number of refrigerated trailers to reduce idling time and emissions.

- Applicants for manufacturing and light industrial uses shall consider energy storage and combined heat and power in appropriate applications to optimize renewable energy generation systems and avoid peak energy use.
- Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 CCR Chapter 10 § 2485).
- Provide bicycle parking facilities per the Nonresidential Voluntary Measures and Residential Voluntary Measures of CALGreen.
- Provide facilities to support electric charging infrastructure per the Nonresidential Voluntary Measures and Residential Voluntary Measures of CALGreen.
- Applicant-provided appliances shall be Energy Star–certified appliances or appliances of equivalent energy efficiency (*e.g.*, dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star–certified or equivalent appliances shall be verified by the City during plan check.

Impact 5.3-2

Implementation of Mitigation Measure AQ-1.

Impact 5.3-3

Implementation of Mitigation Measure AQ-2.

Impact 5.3-4

AQ-3 **Industrial and Warehouse Development Health Risk Assessments.** Prior to discretionary approval by the City of Wildomar, project applicants for new industrial or warehousing development projects that 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered transport refrigeration units, and 2) are within 1,000 feet of a sensitive land use (*e.g.*, residential, schools, hospitals, nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the City of Wildomar Planning Department for review and approval. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment and the South Coast AQMD. If the HRA shows that the incremental cancer risk and/or noncancer hazard index exceeds the respective threshold, as established by the South Coast AQMD at the time a project is considered, the project applicant will be required to identify best available control technologies for toxics (T-BACTs) and appropriate enforcement mechanisms and demonstrate that they are capable of reducing potential cancer and noncancer risks to an acceptable level. T-BACTs may include but are not limited to restricting idling on-site or electrifying warehousing docks to reduce

diesel particulate matter, or requiring use of newer equipment and/or vehicles. T-BACTs identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.

5.3.8 Level of Significance After Mitigation

Impact 5.3-1

The proposed project would be inconsistent with the South Coast AQMD's AQMP because buildout under the Proposed General Plan would cumulatively contribute to the nonattainment designations of the SoCAB. Incorporation of Mitigation Measures AQ-1 through AQ-2 into future development projects for the operation phase would reduce criteria air pollutant emissions associated with buildout of the Proposed General Plan. Additionally, goals and policies in the Proposed General Plan would promote increased capacity for alternative transportation modes. However, Impact 5.3-1 would remain ***significant and unavoidable***.

Impact 5.3-2

Buildout in accordance with the proposed project would generate short-term emissions that would exceed South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB. Mitigation Measure AQ-1 and the goals and policies of the Proposed General Plan would reduce construction-related air pollutant emissions to the extent feasible. However, individual projects accommodated under the proposed project may exceed the South Coast AQMD regional significance thresholds. Therefore, construction-related regional air quality impacts of developments that would be accommodated by the proposed project under Impact 5.3-2 would remain ***significant and unavoidable***.

Impact 5.3-3

Buildout in accordance with the proposed project would generate long-term emissions that would exceed South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB. Mitigation Measure AQ-2, in addition to the goals and policies of the proposed project, would reduce air pollutant emissions to the extent feasible. The measures and policies covering topics such as expansion of the pedestrian and bicycle networks, promotion of public and active transit, and support to increase building energy efficiency and energy conservation would also reduce criteria air pollutants within the city. Further, as shown in Table 5.3-11, *City of Wildomar Regional Criteria Air Pollutant Emissions Forecast Compared to Existing Conditions*, compared to existing baseline year conditions, emissions of NO_X are projected to decrease from current levels despite growth associated with the Proposed General Plan.

However, Impact 5.3-3 would remain ***significant and unavoidable*** due to the increase in VOCs from residential development and consumer product use associated with the proposed project.

Table 5.3-11 City of Wildomar Regional Criteria Air Pollutant Emissions Forecast Compared to Existing Conditions

Sector	Criteria Air Pollutant Emissions (pounds per day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Existing – 2019 Emission Rates						
Transportation	70	780	2,559	8	61	28
Energy	7	127	61	1	10	10
Area –Offroad Equipment	115	219	1,793	<1	11	10
Area – Consumer Products	496	–	–	–	–	–
Existing Total	687	1,125	4,413	9	82	48
Proposed Project						
Transportation	18	268	1,493	9	82	29
Energy	13	227	110	1	18	18
Area –Offroad Equipment	185	225	3,205	<1	11	10
Area – Consumer Products	931	–	–	–	–	–
Proposed Project Total	1,148	719	4,808	11	111	57
Change						
Transportation	-52	-512	-1,066	1	21	1
Energy	6	99	49	1	8	8
Area –Offroad Equipment	71	7	1,412	<1	<1	<1
Area – Consumer Products	436	–	–	–	–	–
Total	461	-406	395	2	29	9
South Coast AQMD Regional Significance Threshold	55	55	550	150	150	55
Significant?	Yes	No	No	No	No	No

Sources. See Appendix 5.3-1.

Contributing to the nonattainment status would also contribute to elevating health effects associated to these criteria air pollutants. Known health effects related to ozone include worsening of bronchitis, asthma, and emphysema and a decrease in lung function. Health effects associated with particulate matter include premature death of people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, decreased lung function, and increased respiratory symptoms. Reducing emissions would further contribute to reducing possible health effects related to criteria air pollutants.

It is speculative for this broad-based policy plan to determine how exceeding the regional thresholds would affect the number of days the region is in nonattainment since mass emissions are not correlated with concentrations of emissions, or how many additional individuals in the air basin would be affected by the

health effects cited above. This EIR quantifies the increase in criteria air pollutants emissions in the City. However, at a programmatic level analysis, it is not feasible to quantify the increase in TACs from stationary sources associated with the proposed project or meaningfully correlate how regional criteria air pollutant emissions above the South Coast AQMD significance thresholds correlate with basin-wide health impacts.

To determine cancer and noncancer health risk, the location, velocity of emissions, meteorology and topography of the area, and locations of receptors are equally important as model parameters as the quantity of TAC emissions. The white paper in Appendix 5.3-1 "We Can Model Regional Emissions but Are the Results Meaningful for CEQA" describe several of the challenges of quantifying local effects—particularly health risks—for large-scale, regional projects, and these are applicable to both criteria air pollutants and TACs. Similarly, the two amicus briefs filed by the air districts on the Friant Ranch case (see Appendix 5.3-1) describe two positions regarding CEQA requirements, modeling feasibility, variables, and reliability of results for determining specific health risks associated with criteria air pollutants. The discussions also include the distinction between criteria air pollutant emissions and TACs with respect to health risks. Additionally, the South Coast AQMD's Significance Thresholds and Monitoring demonstrate the infeasibility based on the current guidance/methodologies. The following summarizes major points about the infeasibility of assessing health risks of criteria air pollutant emissions and TACs associated with implementation of a general plan.

To achieve and maintain air quality standards, the South Coast AQMD has established numerical emission indicators of significance for regional and localized air quality impacts for both construction and operational phases of a local plan or project. The South Coast AQMD has established the thresholds based on "scientific and factual data that is contained in the federal and state Clean Air Acts" and recommends "that these thresholds be used by lead agencies in making a determination of significance." The numerical emission indicators are based on the recognition that the air basin is a distinct geographic area with a critical air pollution problem for which ambient air quality standards have been promulgated to protect public health. The thresholds represent the maximum emissions from a plan or project that are expected not to cause or contribute to an exceedance of the most stringent applicable national or state ambient air quality standard. By analyzing the plan's emissions against the thresholds, an EIR assesses whether these emissions directly contribute to any regional or local exceedances of the applicable ambient air quality standards and exposure levels.

South Coast AQMD currently does not have methodologies that would provide the City with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a proposed project's mass emissions.[15] For criteria air pollutants, exceedance of the regional significance thresholds cannot be used to correlate a project to quantifiable health impacts unless emissions are sufficiently high to use a regional

[15] In April 2019, the Sacramento Metropolitan Air Quality Management District (SMAQMD) published an Interim Recommendation on implementing Sierra Club v. County of Fresno (2018) 6 Cal.5th 502 ("Friant Ranch") in the review and analysis of proposed projects under CEQA in Sacramento County. Consistent with the expert opinions submitted to the court in Friant Ranch by the San Joaquin Valley Air Pollution Control District (SJVAPCD) and South Coast AQMD, the SMAQMD guidance confirms the absence of an acceptable or reliable quantitative methodology that would correlate the expected criteria air pollutant emissions of projects to likely health consequences for people from project-generated criteria air pollutant emissions. The SMAQMD guidance explains that while it is in the process of developing a methodology to assess these impacts, lead agencies should follow the Friant Court's advice to explain in meaningful detail why this analysis is not yet feasible. Since this interim memorandum SMAQMD has provided methodology to address health impacts. However, a similar analysis is not available for projects within the South Coast AQMD region.

model. South Coast AQMD has not provided methodology to assess the specific correlation between mass emissions generated and their effect on health (see Appendix 5.3-1: San Joaquin Valley Air Pollution Control District's amicus brief, and South Coast AQMD's amicus brief).

Ozone concentrations depend on a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Secondary formation of particulate matter (PM) and ozone can occur far from sources as a result of regional transport due to wind and topography (*e.g.*, low-level jet stream). Photochemical modeling depends on all emission sources in the entire domain (*i.e.*, modeling grid). Low resolution and spatial averaging produce "noise" and modeling errors that usually exceed individual source contributions. Because of the complexities of predicting ground-level ozone concentrations in relation to the National Ambient Air Quality Standards (AAQS) and California AAQS, it is not possible to link health risks to the magnitude of emissions exceeding the significance thresholds.

Current models used in CEQA air quality analyses are designed to estimate potential project construction and operation emissions for defined projects. The estimated emissions are compared to significance thresholds, which are keyed to reducing emissions to levels that will not interfere with the region's ability to attain the health-based standards. This serves to protect public health in the overall region, but there is currently no CEQA methodology to determine the impact of emissions (*e.g.,* pounds per day) on future concentration levels (*e.g.*, parts per million or micrograms per cubic meter) in specific geographic areas. CEQA thresholds, therefore, are not specifically tied to potential health outcomes in the region.

The EIR must provide an analysis that is understandable for decision making and public disclosure. Regional-scale modeling may provide a technical method for this type of analysis, but it does not necessarily provide a meaningful way to connect the magnitude of a project's criteria pollutant emissions to health effects without speculation. Additionally, this type of analysis is not feasible at a general plan level because the location of emissions sources and quantity of emissions are not known. However, because cumulative development within the City would exceed the regional significance thresholds, the proposed project could contribute to an increase in health effects in the basin until the attainment standards are met in the SoCAB.

Impact 5.3-4

Buildout of Proposed General Plan could result in new sources of criteria air pollutant emissions and/or TACs near existing or planned sensitive receptors. Review of development projects by South Coast AQMD for permitted sources of air toxics (*e.g.*, industrial facilities, dry cleaners, and gasoline dispensing facilities) would ensure that health risks are minimized. Mitigation Measure AQ-3, would require HRAs for applicable industrial development projects to ensure that T-BACTs are utilized to reduce potential cancer and noncancer risks to an acceptable level. Individual development projects would be required to achieve the incremental risk thresholds established by South Coast AQMD, and TACs would be less than significant.

However, the net increase in industrial land use allowed under the Proposed General Plan would generate TACs that could contribute to elevated levels in the air basin. While individual projects would achieve the project-level risk threshold of 10 per million, they would nonetheless contribute to the higher levels of cancer

risk in the SoCAB; and therefore, result in a cumulatively considerable impact. Therefore, the Proposed General Plan's cumulative contribution to health risk is considered ***significant and unavoidable***.

5.3.9 References

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5.4 BIOLOGICAL RESOURCES

This section of the DEIR evaluates the potential for implementation of the Wildomar Proposed General Plan to impact biological resources in the City of Wildomar.

The analysis in this section is based in part on the following technical report(s):

- *Biological Resources Assessment: City of Wildomar General Plan Update*, ECORP Consulting, Inc., March 2024

A complete copy of this study is included as Appendix 5.4-1 to this Draft EIR.

FOCAL POINT

Though Wildomar is mostly urbanized, portions of the City and its surroundings may include biological resources in open space areas, Murrieta Creek, and the foothills of the Cleveland National Forest and the Santa Margarita and Elsinore Mountains. Specific information for development projects allowed by the General Plan is unknown at the time of this broad, program-level analysis, so impacts to sensitive plant and wildlife species would conservatively be considered significant and unavoidable. Impacts to sensitive natural communities such as wetlands and riparian habitats and wildlife corridors would be reduced to less than significant with the implementation of mitigation measures and the Proposed General Plan policies. All development in the City must comply with local, state, and federal regulations, which would reduce other impacts to biological resources to less than significant.

5.4.1 Environmental Setting

5.4.1.1 REGULATORY BACKGROUND

Federal Regulations

Federal Endangered Species Act

The federal Endangered Species Act (FESA) protects plants and animals that are listed as endangered or threatened by the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS). Section 9 of the FESA prohibits the taking of endangered wildlife, where taking is defined as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to engage in such conduct" (50 CFR [Code of Federal Regulations] § 17.3). For plants, this statute governs removing, possessing, maliciously damaging, or destroying any endangered plant on federal land and removing, cutting, digging up, damaging, or destroying any endangered plant on nonfederal land in knowing violation of state law (16 US Code § 1538). Under Section 7 of the FESA, federal agencies are required to consult with the USFWS if their actions, including permit approvals or funding, could adversely affect a listed (or proposed) species (including plants) or its critical habitat. Through consultation and the issuance of a biological opinion, the USFWS may issue an incidental take statement allowing take of the species that is incidental to an otherwise authorized activity provided the activity will not jeopardize the continued existence of the species. Section 10 of the FESA provides for issuance of incidental take permits where no other federal actions are necessary provided a habitat conservation plan is developed.

The FESA establishes critical habitat as a means to contain essential features for threatened or endangered species. Critical habitat requires special management and protection. When designating critical habitat, areas are assessed for if the species occupies the area and if there is space for the individual or population to grow and exhibit normal behavior; the space provides shelter and food resources; the space is adequate for breeding and offspring rearing; and the space contains habitat that can be protected from disturbances and is representative of the species' geographical range and distribution.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) implements international treaties between the U.S. and other nations devised to protect migratory birds and any of their parts, eggs, and nests from activities such as hunting, pursuing, capturing, killing, selling, and shipping, unless expressly authorized in the regulations or by permit. As authorized by the MBTA, the USFWS issues permits to qualified applicants for the following types of activities: falconry, raptor propagation, scientific collecting, special purposes (*e.g.*, rehabilitation, education, migratory game bird propagation, and salvage), take of depredating birds, taxidermy, and waterfowl sale and disposal. The regulations governing migratory bird permits are in 50 CFR Part 13, General Permit Procedures, and 50 CFR Part 21, Migratory Bird Permits. The State of California has incorporated the protection of birds in Sections 3503, 3503.5, 3513, and 3800 of the Fish and Game Code.

Bald and Golden Eagle Protection Act

The Bald and Golden Eagle Protection Act was enacted in 1940 and prohibits anyone without a permit from "taking" bald or golden eagles, including their parts, nests, or eggs. Take is defined as pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest, or disturb. In addition to these protections, the Bald and Golden Eagle Protection Act provides protection for nesting sites. Nesting sites are protected not only when active but also when previously used in case an eagle returns to the same nesting site.

Clean Water Act, Section 404

The United States Army Corps of Engineers (USACE) regulates discharge of dredged or fill material into "waters of the United States."[1] Any filling or dredging within waters of the United States requires a permit, which entails assessment of potential adverse impacts to USACE wetlands and jurisdictional waters and any mitigation measures that the USACE requires. Section 7 consultation with USFWS may be required for impacts to a federally listed species. If cultural resources may be present, Section 106 review may also be required. When a Section 404 permit is required, a Section 401 Water Quality Certification is also required from the Regional Water Quality Control Board (RWQCB).

[1] "Waters of the United States," as applied to the jurisdictional limits of the USACE under the Clean Water Act, includes all waters that are currently used, were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters that are subject to the tide; all interstate waters, including interstate wetlands; and all other waters, such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds whose use, degradation, or destruction could affect interstate or foreign commerce; water impoundments; tributaries of waters; territorial seas; and wetlands adjacent to waters. The terminology used by Section 404 of the Clean Water Act includes "navigable waters," which is defined at Section 502(7) of the act as "waters of the United States, including the territorial seas."

Clean Water Act, Section 401 and 402

Section 401(a)(1) of the CWA specifies that any applicant for a federal license or permit to conduct any activity that may result in any discharge into navigable waters shall provide the federal permitting agency with a certification, issued by the state in which the discharge originates, that any such discharge will comply with the applicable provisions of the CWA. In California, the applicable RWQCB must certify that the project will comply with water quality standards. Permits requiring Section 401 certification include USACE Section 404 permits and National Pollutant Discharge Elimination System permits issued by the Environmental Protection Agency (EPA) under Section 402 of the CWA. National Pollutant Discharge Elimination System permits are issued by the applicable RWQCB. The City of Wildomar is in the jurisdictions of the Santa Ana RWQCB (Region 8) and the San Diego RWQCB (Region 9).

Executive Order 11990: Protection of Wetlands

President Carter signed EO 11990 on May 24, 1977, requiring federal agencies to avoid, to the extent possible, the long- and short-term adverse impacts associated with the destruction or modification of wetlands and to avoid direct or indirect support of new construction in wetlands wherever there is a practicable alternative. The term "wetlands" refers to areas that are inundated by surface or ground water with a frequency sufficient to support—and under normal circumstances does or would support—a prevalence of vegetative or aquatic life that needs saturated or seasonally saturated soil conditions for growth and reproduction. Examples of wetlands include swamps, marshes, bogs, and similar areas, such as sloughs, potholes, wet meadows, river overflows, mud flats, and natural ponds. An Individual EO 11990 "Wetlands Only Practicable Alternative Finding" is required from the Federal Highway Administration if a state project is federally aided and involves fill in wetlands requiring a USACE Section 404 Individual or Nationwide Permit. An additional requirement is to provide early public involvement in projects affecting wetlands.

Executive Order 13112: Invasive Species Protection

President Clinton signed EO 13112 on February 3, 1999, requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as "…any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health." Federal Highway Administration guidance issued August 10, 1999, directs the use of the state's noxious weed list to define the invasive plants that must be considered as part of California Environmental Quality Act (CEQA) analysis for a proposed project.

State Regulations

California Endangered Species Act

The California Endangered Species Act (CESA) generally parallels the main provisions of the FESA and is administered by the California Department of Fish and Wildlife (CDFW). It prohibits take and protects state-listed endangered and threatened species of fish, wildlife, and plants. Unlike its federal counterpart, CESA also applies the take prohibitions to species petitioned for listing (state candidates). Candidate species may be

afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the Fish and Game Commission. Unlike the FESA, CESA does not include listing provisions for invertebrate species. Under certain conditions, CESA has provisions for take through a 2081 permit or memorandum of understanding. In addition, some sensitive mammals and birds are protected by the state as "fully protected species" (see separate discussion below). California "species of special concern" are species designated as vulnerable to extinction due to declining population levels, limited ranges, and/or continuing threats. This list is primarily a working document for the CDFW's California Natural Diversity Database (CNDDB), which maintains a record of known and recorded occurrences of sensitive species. Informally listed taxa are not protected per se, but warrant consideration in the preparation of biological resources assessments.

Native Plant Protection Act

The Native Plant Protection Act (NPPA) of 1977 (California Fish and Game Code Sections 1900–1913) was created with the intent to "preserve, protect and enhance rare and endangered plants in this State." The NPPA is administered by CDFW. The California Fish and Game Commission has the authority to designate native plants as "endangered" or "rare" and to protect endangered and rare plants from take. The CESA (California Fish and Game Code Sections 2050–2116) provided further protection for rare and endangered plant species, but the NPPA remains part of the California Fish and Game Code.

California Fish and Game Code

Fully Protected Species

The State of California first began to designate species as "fully protected" before the creation of the FESA or the CESA. Lists of fully protected species were initially developed to provide protection to animals that were rare or faced possible extinction, and included fish, amphibians and reptiles, birds, and mammals. Fully protected species are identified in the California Fish and Game Code (CFGC) Section 4700 for mammals, Section 3511 for birds, Section 5050 for reptiles and amphibians, and Section 5515 for fish. Most fully protected species have since been listed as threatened or endangered under the FESA and/or the CESA. The regulations that implement the Fully Protected Species Statute (CFGC Section 4700) provide that fully protected species may not be taken or possessed at any time. Furthermore, CDFW prohibits any state agency from issuing permits for fully protected species, except for necessary scientific research.

On July 10, 2023, Governor Gavin Newsom signed Senate Bill 147, amending California's statutes for fully protected species. The amendments create a temporary, 10-year permitting regime that allows proponents of a limited, defined set of projects to pursue authorization from CDFW to proceed even where there could be take of one or more fully protected species. Activities for which project proponents may seek a permit are:

- A maintenance, repair, or improvement project to the State Water Project undertaken by the Department of Water Resources.
- A maintenance, repair, or improvement project to critical regional or local water agency infrastructure.
- A transportation project undertaken by a state, regional, or local agency that does not increase highway or street capacity for automobile or truck travel.

- A wind project and any appurtenant infrastructure improvement.
- A solar photovoltaic project and any appurtenant infrastructure improvement.

Sections 86, 2000, and 3007

CFGC Section 86 defines "take" as hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill. Section 2000 states that it is unlawful to take a bird, mammal, fish, reptile, or amphibian. Section 3007 states that it is unlawful to take a bird or mammal without a license or entitlement to do so.

Section 1600

CFGC Section 1600 requires a project proponent to notify CDFW of any proposed alteration of streambeds, rivers, and lakes. The intent is to protect habitats that are important to fish and wildlife. CDFW may review and place conditions on the project as part of a Streambed Alteration Agreement (SAA) that addresses potentially significant adverse impacts within CDFW's jurisdictional limits.

Section 1602

Section 1602 requires any person, state, local government agency, or public utility proposing a project that may affect a river, stream, or lake to notify CDFW before beginning the project. A Lake or Streambed Alteration Agreement is required if activities will result in the diversion or obstruction of the natural flow of a stream; substantially alter its bed, channel, or bank; impact riparian vegetation; or adversely affect existing fish and wildlife resources. In Title 14 of the California Code of Regulations (CCR), Section 1.72, the CDFW defines a stream (including creeks and rivers) as "a body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life. This includes watercourses having a surface or subsurface flow that support or has supported riparian vegetation."

CDFW jurisdiction includes drainages with a definable bed, bank, or channel, with the jurisdictional limit being the top of bank. It also includes areas that support intermittent, perennial, or subsurface flows; support fish or other aquatic life; or support riparian or hydrophytic vegetation.

CDFW reviews the proposed actions and, if necessary, submits to the applicant a proposal for measures to protect affected fish and wildlife resources. The final proposal that is mutually agreed upon by CDFW and the applicant is the SAA. Often, projects that require an SAA also require a permit from USACE under Section 404 of the Clean Water Act. In these instances, the conditions of the Section 404 permit and the SAA may overlap.

Section 2014

CFGC Section 2014 states that it is the policy of the State to conserve its natural resources and prevent the willful or negligent destruction of birds, mammals, fish, reptiles, or amphibia. The section further explains that the State may recover damages if destruction is caused to these resources and outlines how damages are measured, actions to recover damages, persons or agencies that are excluded from coverage of this section, and a definition of local agency.

Section 4150

Section 4150 prohibits incidental or deliberate "take" of nongame mammals, including bats. Disturbance (*e.g.*, noise, lighting) and displacement of bats from roosts and important foraging areas can potentially result in increased susceptibility to predation, reduced quality of thermal and social environments, reduced foraging efficiencies, and reduced reproductive success of maternity roosts.

Special Protection for Birds

In addition to protections in the CESA, the CFGC includes several sections that specifically protect certain birds:

- **Section 3800** states that it is unlawful to take nongame birds, such as those occurring naturally in California that are not resident game birds, migratory game birds, or fully protected birds, except when in accordance with regulations of the Fish and Game Commission or a mitigation plan approved by CDFW for mining operations.
- **Section 3503** prohibits the take, possession, or needless destruction of the nest or eggs of any bird.
- **Section 3503.5** protects birds of prey (which includes eagles, hawks, falcons, kites, ospreys, and owls) and prohibits the take, possession, or destruction of any birds and their nests.
- **Section 3505** makes it unlawful to take, sell, or purchase egrets, ospreys, and several exotic non-native species, or any part of these birds.
- **Section 3513** specifically prohibits the take or possession of any migratory nongame bird as designated in the MBTA.

Poter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act requires "any person discharging waste, or proposing to discharge waste, within any region that could affect the waters of the State to file a report of discharge" with the RWQCB through State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State (Procedures) (23 CCR § 3855) (SWRCB 2021). Waters of the State is defined as any surface water or groundwater, including saline waters, within the boundaries of the state (California Water Code § 13050[e]). Pollution is defined as an alteration of the quality of the waters of the State by waste to a degree that unreasonably affects its beneficial uses (California Water Code § 13050) and includes filling in waters of the State. Note that 23 CCR Section 3855 applies only to individual water quality certifications, but the new Procedures extend the application of Section 3855 to individual waste discharge requirements for discharges of dredged or fill material to waters of the State and waivers thereof.

California Environmental Quality Act

In accordance with CEQA Guidelines Section 15380, a species or subspecies not specifically protected under the FESA, CESA, or NPPA may be considered endangered, rare, or threatened for CEQA review purposes if

the species meets certain criteria specified in the CEQA Guidelines. These criteria parallel the definitions used in the FESA, CESA, and NPPA. Section 15380 was included in the CEQA Guidelines primarily to address situations in which a project under review may have a significant effect on a species that has not been listed under the FESA, CESA, or NPPA, but that may meet the definition of endangered, rare, or threatened. Animal species identified as Species of Special Concern (SSC) by CDFW, birds identified as Birds of Conservation Concern by USFWS, and plants identified by the California Native Plant Society (CNPS) as rare, threatened, or endangered may meet the CEQA definition of rare or endangered.

Species of Special Concern

CDFW defines a species of special concern (SSC) as a species, subspecies, or distinct population of an animal native to California that is not legally protected under FESA, CESA, or the CFGC but currently satisfies one or more of the following criteria:

- The species has been completely extirpated from the state or, as in the case of birds, it has been extirpated from its primary seasonal or breeding role.
- The species is federally (but not state) listed as threatened or endangered or meets the state definition of threatened or endangered but has not been formally listed.
- The species has or is experiencing serious (noncyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for state threatened or endangered status.
- The species has naturally small populations that exhibit high susceptibility to risk from any factor that, if realized, could lead to declines that would qualify it for state threatened or endangered status.
- An SSC is typically associated with habitats that are threatened.

Depending on the policy of the lead agency, projects that result in substantial impacts to SSC may be considered to have a potentially significant impact under CEQA.

California Rare Plant Ranks

The CNPS maintains the Inventory of Rare and Endangered Plants of California, a list of plant species native to California that are threatened with extinction, have limited distributions, or have low populations. Plant species meeting one of these criteria are assigned to one of six California Rare Plant Ranks (CRPR). The ranking system was developed in collaboration with government, academia, non-governmental organizations, and private sector botanists, and is jointly managed by CDFW and the CNPS. The CRPRs are currently recognized in the CNDDB. The following are definitions of the CRPRs:

- **Rare Plant Rank 1A**: Presumed extirpated in California and either rare or extinct elsewhere.
- **Rare Plant Rank 1B**: Rare, threatened, or endangered in California and elsewhere.
- **Rare Plant Rank 2A**: Presumed extirpated in California, but more common elsewhere.
- **Rare Plant Rank 2B**: Rare, threatened, or endangered in California but more common elsewhere.

- **Rare Plant Rank 3**: A review list of plants about which more information is needed.
- **Rare Plant Rank 4**: A watch list of plants of limited distribution.

Additionally, CNPS has defined "threat ranks" that are added to the CRPR as an extension. Threat ranks designate the level of threat on a scale of 1 through 3, with 1 being the most threatened and 3 being the least threatened. Threat ranks are generally present for all plants ranked 1B, 2B, or 4, and for the majority of plants ranked 3. Plant species ranked 1A and 2A (presumed extirpated in California) and some species ranked 3, which lack threat information, do not typically have a threat rank extension. The following are definitions of the CNPS threat ranks:

- **Threat Rank 0.1**: Seriously threatened in California (more than 80 percent of occurrences threatened/high degree and immediacy of threat).
- **Threat Rank 0.2**: Moderately threatened in California (20 to 80 percent occurrences threatened/moderate degree and immediacy of threat).
- **Threat Rank 0.3**: Not very threatened in California (less than 20 percent of occurrences threatened/low degree and immediacy of threat or no current threats known).

Factors such as habitat vulnerability and specificity, distribution, and condition of occurrences are considered in setting the threat rank; differences in threat ranks do not constitute additional or different protection (ECORP 2024).

Depending on the policy of the lead agency, substantial impacts to plants ranked 1A, 1B, 2, and 3 are typically considered significant under CEQA Guidelines Section 15380. Significance under CEQA is typically evaluated on a case-by-case basis for plants ranked 4 and at the discretion of the CEQA lead agency.

Sensitive Natural Communities

The CDFW maintains the California Natural Community List of vegetation alliances, associations, and special stands, as defined in *The Manual of California Vegetation*, along with their respective state and global rarity ranks. Natural communities with a state rarity rank of S1, S2, or S3 are considered sensitive natural communities. Depending on the policy of the lead agency, impacts to sensitive natural communities may be considered significant under CEQA.

California Oak Woodlands Conservation Act

The California Oak Woodlands Conservation Act was passed in 2001 and provides funding for conservation and protection of California oak woodlands. This act mandates the California Wildlife Conservation Board to establish a grant program designed to protect and restore oak woodlands using conservation easements, cost-share and long-term agreements, technical assistance, and public education and outreach. The grant program provides incentives designed to foster the voluntary conservation of oak woodlands.

To participate in the Oak Woodlands Conservation Program, a county or city shall adopt an oak woodlands management plan through a resolution. The county or city must prepare statements expressing support for

landowners that participate in the Oak Woodlands Conservation Program and must certify that individual proposals are consistent with the county or city oak woodlands management plan.

Regional Regulations

Riverside County Oak Tree Management Guidelines

The Countywide guidelines presented in this section are meant to "address the treatment of oak woodlands in areas where zoning and/or general plan density restrictions will allow the effective use of clustering." These guidelines are meant to reduce project impacts to oak trees to a level to a low level of significance, however they do not exempt a project from being reviewed pursuant to CEQA.

Below is a summary of the guidelines:

- A biological study will be required for all applications on properties that contain oak trees. This will include an inventory of vegetation including the location and size of individual oak trees that are two inches diameter-at-breast-height or larger. This includes the evaluation of dead or dying trees for their potential value to cavity nesting birds.
- Impacts of the proposed development identified and quantified.
- Options for mitigation measures if impacts cannot be avoided.
- A biological report including mitigation, consistent with CEQA and applicable State or County codes and ordinances. (ECORP 2024)

Western Riverside County Multiple Species Habitat Conservation Plan

The City of Wildomar is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The Western Riverside County MSHCP is a plan to conserve species and their habitats in western Riverside County. It covers 146 species, of which 118 are considered to be adequately conserved. The goal of the MSHCP is to maintain biological diversity while improving future economic development in the county.

The MSHCP allows signatories to issue "take" authorizations for all species covered by the MSHCP, including state- and federally listed species, as well as other identified sensitive species and/or their habitats. Each city or local jurisdiction will impose a Development Mitigation Fee for projects within their jurisdiction. With payment of the mitigation fee to the county and compliance with the survey requirements and Section 6.0 of the MSHCP, full mitigation in compliance with CEQA, NEPA, CESA, and FESA will be achieved.

The Development Mitigation Fee varies according to project size and project description and is dependent on development density.

Stephens' Kangaroo Rat Conservation Plan

Within Riverside County is an established long-term Stephens' kangaroo rat habitat conservation plan (HCP). The Stephens' kangaroo rat HCP is administered by the Riverside County Habitat Conservation Agency (RCHCA) and aims to conserve 15,000 acres of occupied Stephens' kangaroo rat habitat. To date, more than 46,000 acres have been assembled in western Riverside County for this species. The RCHCA has a Section 10A permit granted by USFWS that allows for take of Stephens' kangaroo rat as part of development activity. FESA defines take as any attempt to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect, or to attempt to engage in any such conduct as it relates to Stephens' kangaroo rat. As individual projects are proposed and approved in the Stephens' kangaroo rat HCP area, public and private land developers are required to pay a Stephens' kangaroo rat mitigation fee for land that is developed and removes Stephens' kangaroo rat habitat. This streamlined process benefits developers in the Stephens' kangaroo rat HCP area because projects in this area do not require individual review and approval by the wildlife agencies.

The activities covered by the plan fall into three categories:

1. Actions by private landowners, local and regional public agencies, public and private utilities, and farmers that are otherwise lawful but constitute incidental take of Stephens' kangaroo rat as defined by the FESA and CESA.
2. Establishment and management of permanent Stephens' kangaroo rat reserves by the RCHCA in cooperation with other public agencies and individual landowners.
3. Implementation by the RCHCA and its member agencies of the conservation, mitigation, and monitoring measures specified in this plan.

The current Mitigation Fee is $500 per gross acre of the parcels proposed for development within the Stephens' kangaroo rat HCP fee area.

The majority of the City is within the Stephens' kangaroo rat fee area, as shown on Figure 5.4-1, *Stephens' Kangaroo Rat Plan Area.*

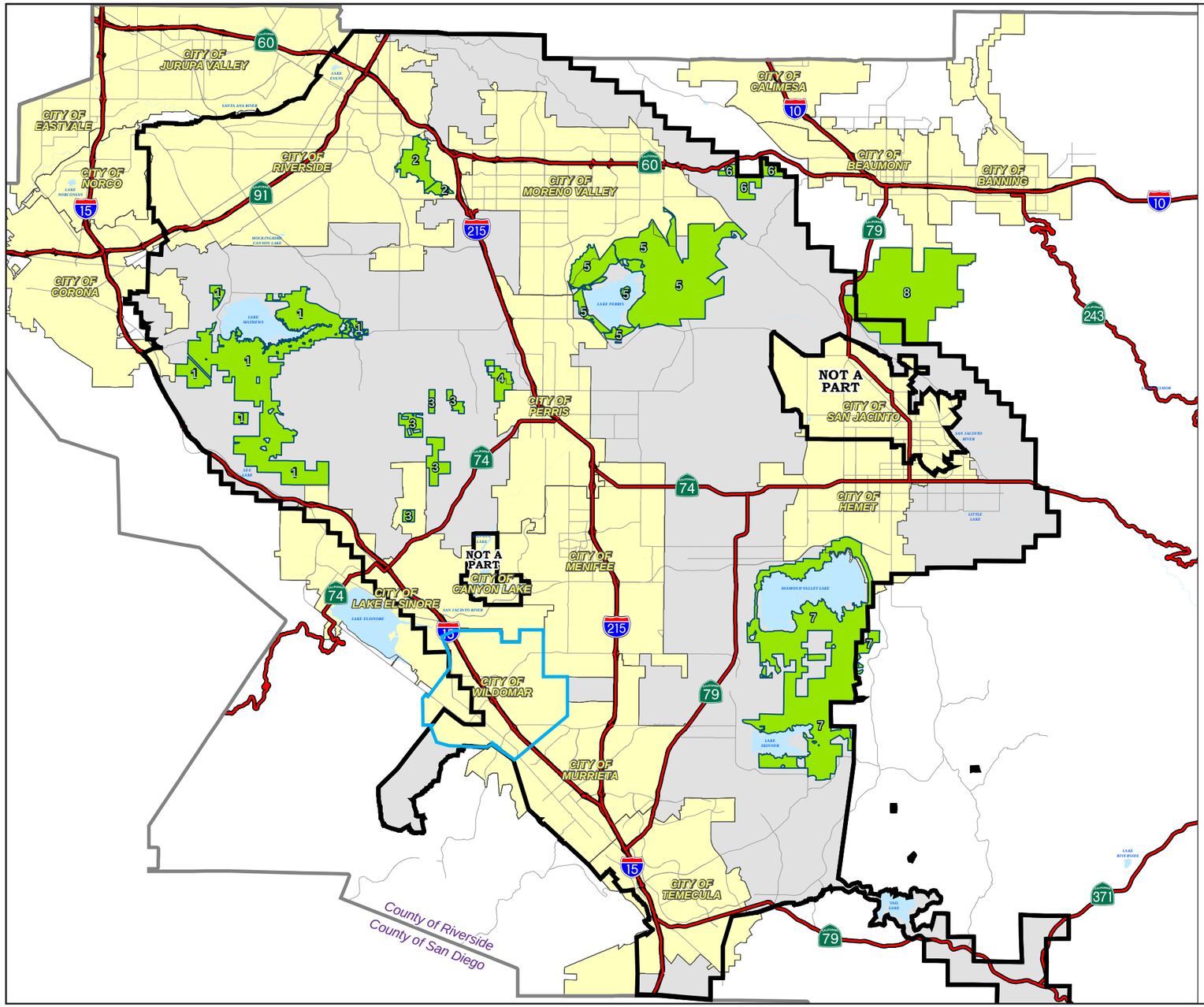
Area Plans

The Riverside County General Plan is augmented by detailed Area Plans that cover Riverside County's territory. The Area Plans provide a clear and more focused opportunity to enhance community identity within the County and stimulate quality of life at the community-level.

Elsinore Area Plan

Wildomar is in the Elsinore Area Plan and this document, along with the 2003 Riverside County General Plan and 2015 Riverside County General Plan Amendment, are the City's principal policy documents for future conservation and development.

Figure 5.4-1 - Stephens' Kangaroo Rat Plan Area



SKR Core Reserves

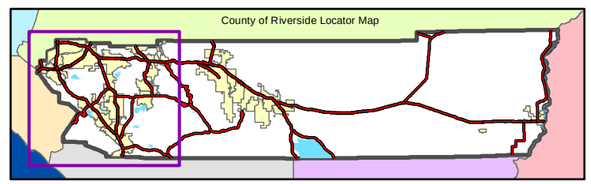
1. LAKE MATHEWS / ESTELLE MOUNTAIN
2. SYCAMORE CANYON
3. STEELE PEAK
4. MOTTE / RIMROCK
5. SAN JACINTO/LAKE PERRIS
6. POTRERO ACEC
7. SOUTHWEST RIVERSIDE COUNTY MULTI-SPECIES RESERVE
8. POTRERO RESERVE

Major Roads
Highways
SKR Plan Area
County of Riverside
Cities
Waterbodies Excluded From Core Reserve

Map Source - County of Riverside, TLMA/GIS
Map Created By Vinnie Nguyen
\Projects\RCHCA\CRB_Project\mxds\SKR Plan Area (All)\SKRPlanArea_UpdatedVinnieNov142018.mxd

Coordinate System: NAD83 State Plane VI FIPS0406 (Feet)

Disclaimer: Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.



City of Wildomar Boundary

0 6
Scale (Miles)

Source: Riverside County Habitat Conservation Agency 2018.

Conservation goals of the Elsinore Area Plan that pertain to the City include preserving core areas and linkages as well as sensitive plant and wildlife species and their habitat. The target conservation acreage range for this Area Plan is 66,500 to 73,315 acres. This includes approximately 54,800 acres of existing public-quasi public Lands and 11,700 to 18,515 acres of Additional Reserve Lands (ECORP 2024).

Southwest Area Plan

Conservation goals of the Southwest Area Plan that pertain to the City include preserving core areas and linkages as well as sensitive plant and wildlife species and their habitat (ECORP 2024). The target conservation acreage range for this Area Plan is 58,295 to 72,155 acres. This includes approximately 35,795 acres of existing public-quasi public lands and 22,500 to 36,360 acres of Additional Reserve Lands.

Local Regulations

City of Wildomar Municipal

Chapter 3.42 MSHCP Mitigation Fee

Chapter 3.42, MSHCP Mitigation Fee, of the Wildomar Municipal Code, ensures that all new development in the City pays its fair share of the costs of acquiring and preserving vegetation communities and natural areas that are known to support plant and wildlife species covered by the MSHCP. The development impact fees for residential, commercial, and industrial development have been set up as a funding source to pay for mitigating the direct, indirect, and cumulative impacts of development on the natural ecosystems. These fees will be used to finance the acquisition and perpetual conservation of the natural ecosystems and certain improvements necessary to implement the goals and objectives of the MSHCP.

Chapter 3.43, Stephens' Kangaroo Rat Mitigation Fee

The purpose of Chapter 3.43, Stephens' Kangaroo Rat Mitigation Fee is to finance the preparation, development, and implementation of a habitat conservation plan, including acquisition of habitat reserve sites and the application for a Section 10(a) permit under the FESA. The chapter also provides a method for mitigation of impacts to the Stephens' kangaroo rat caused by the loss of its habitat due to development during the preparation and implementation of a habitat conservation plan and provide for habitat mitigation to be identified in the habitat conservation plan.

Section 3.44.250, Tree Removal Fees

The City may charge a fee for a tree removal permit under Section 12.08.050 of the Municipal Code, as established by resolution of the City Council.

Section 12.08.050 Tree Removal

Section 12.08.050 indicates that no tree within the right-of-way shall be removed or severely trimmed without first obtaining a permit from the Transportation Director. The Transportation Director may impose conditions as deemed necessary.

5.4.1.2 EXISTING CONDITIONS

Conserved Lands and Criteria Cells

Conserved lands are areas that have been protected from development or other changes in use to preserve their natural or historical values. A criteria cell is a roughly 160-acre rectangle overlaid onto parcels in the MSHCP area and that has areas described for conservation (RCA 2023). Criteria cells are used to identify areas where development may be restricted or mitigated to protect covered species and their habitat. When a development project is proposed within a criteria cell, the applicant must undergo a review process to ensure that the project will not have a significant impact on covered species. If the project is approved, the applicant may be required to mitigate for any impacts by acquiring and preserving additional habitat or providing funding for conservation efforts (RCTLMA 2023a).

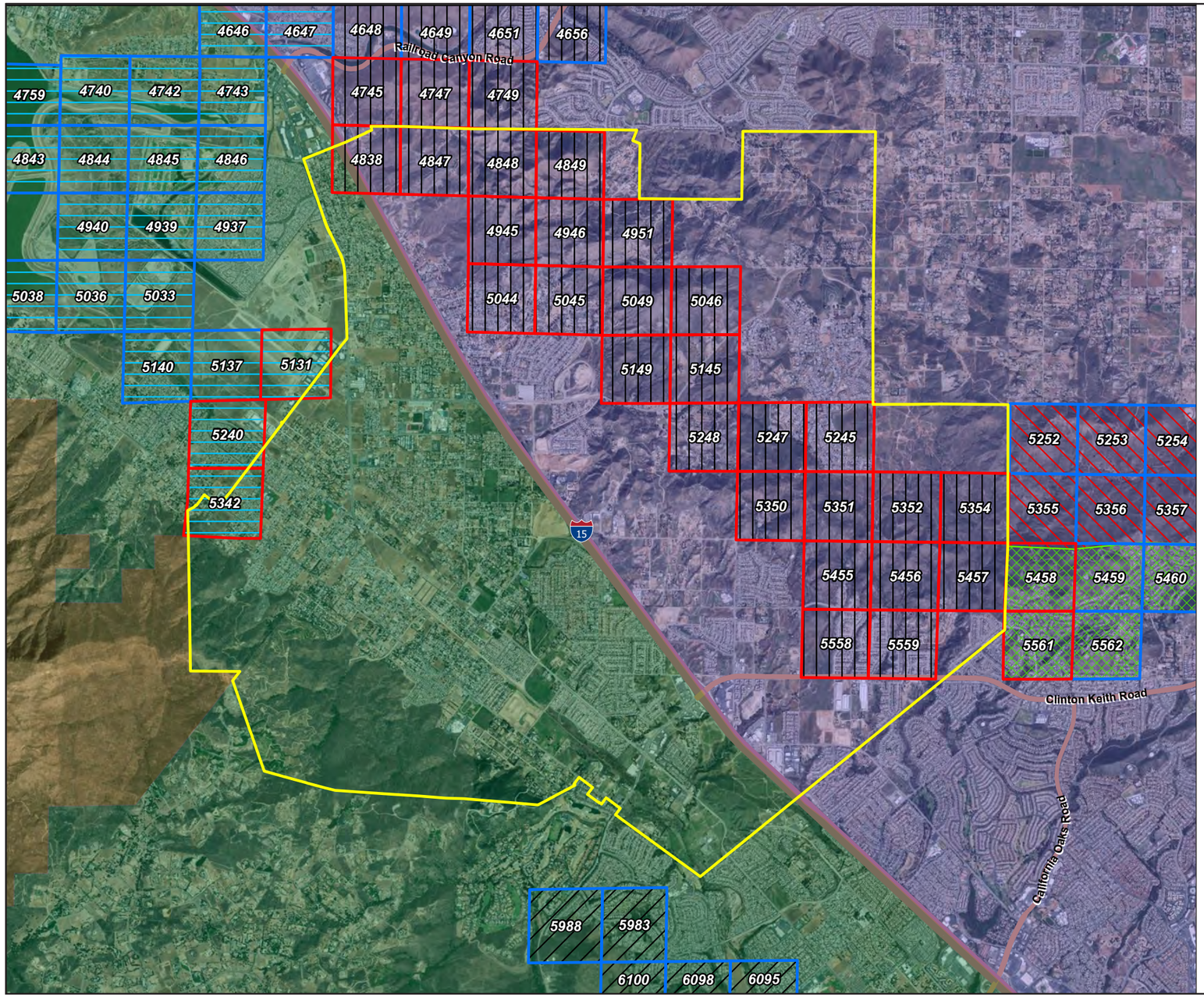
The City overlaps with all or portions of 33 Criteria Cells, depicted on Figure 5.4-2, *MSHCP Reserve Assembly*. Covered activities in the Criteria Area[2] are discussed in Section 7.3 of the MSHCP. Covered activities include:

- Public and private development consistent with MSHCP Criteria (MSHCP Section 7.3.1)
- Single-family homes on existing parcels within the Criteria Area (MSHCP Section 7.3.2)
- Agricultural Lands within the Criteria Area (MSHCP Section 7.3.3)
- Existing roads within the Criteria Area (MSHCP Section 7.3.4); for additional information on covered road maintenance activities within the Criteria Area, please reference MSHCP, Section 7.3.4.
- Planned roads within the Criteria Area (MSHCP Section 7.3.5)
- State Park facilities (MSHCP Section 7.3.6)
- Flood control facilities (MSHCP Section 7.3.7)
- Waste management facilities (MSHCP Section 7.3.8)
- Future facilities necessary to support planned development including water/wastewater facilities, electrical utility facilities, and natural gas facilities (MSHCP Section 7.3.9)

There are currently 842 acres of MSHCP Conserved Lands throughout the MSHCP area, and conserved lands are located throughout the City, as shown on Figure 5.4-3, *MSHCP Criteria Area Species, Critical Habitat, and Conserved Lands*.

[2] Criteria Area means the general area designated and denoted as "Criteria Area," comprised of land from which new habitat conservation within the MSHCP Conservation will be assembled.

Figure 5.4-2 - MSHCP Reserve Assembly



Map Contents

City Limits

WRMSHCP Reserve Assembly

Wildomar WRMSHCP Criteria Cells

WRMSHCP Criteria Cells

Area Plan Subunits - Within City Limits

SU3 - Elsinore

SU4 - Sedco Hills

Area Plan Subunits - Outside City Limits

SU1 - Murrieta Creek

SU2 - Lower Sedco Hills

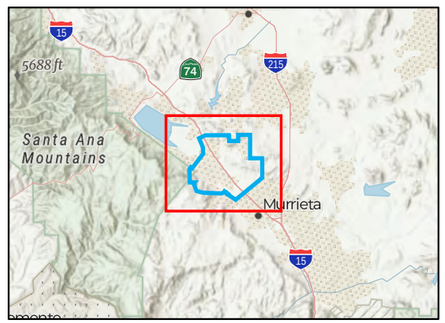
SU5 - French Valley/Lower Sedco Hills

Habitat Management Units

Forest Service Trabuco

Menifee

Santa Ana Mountains

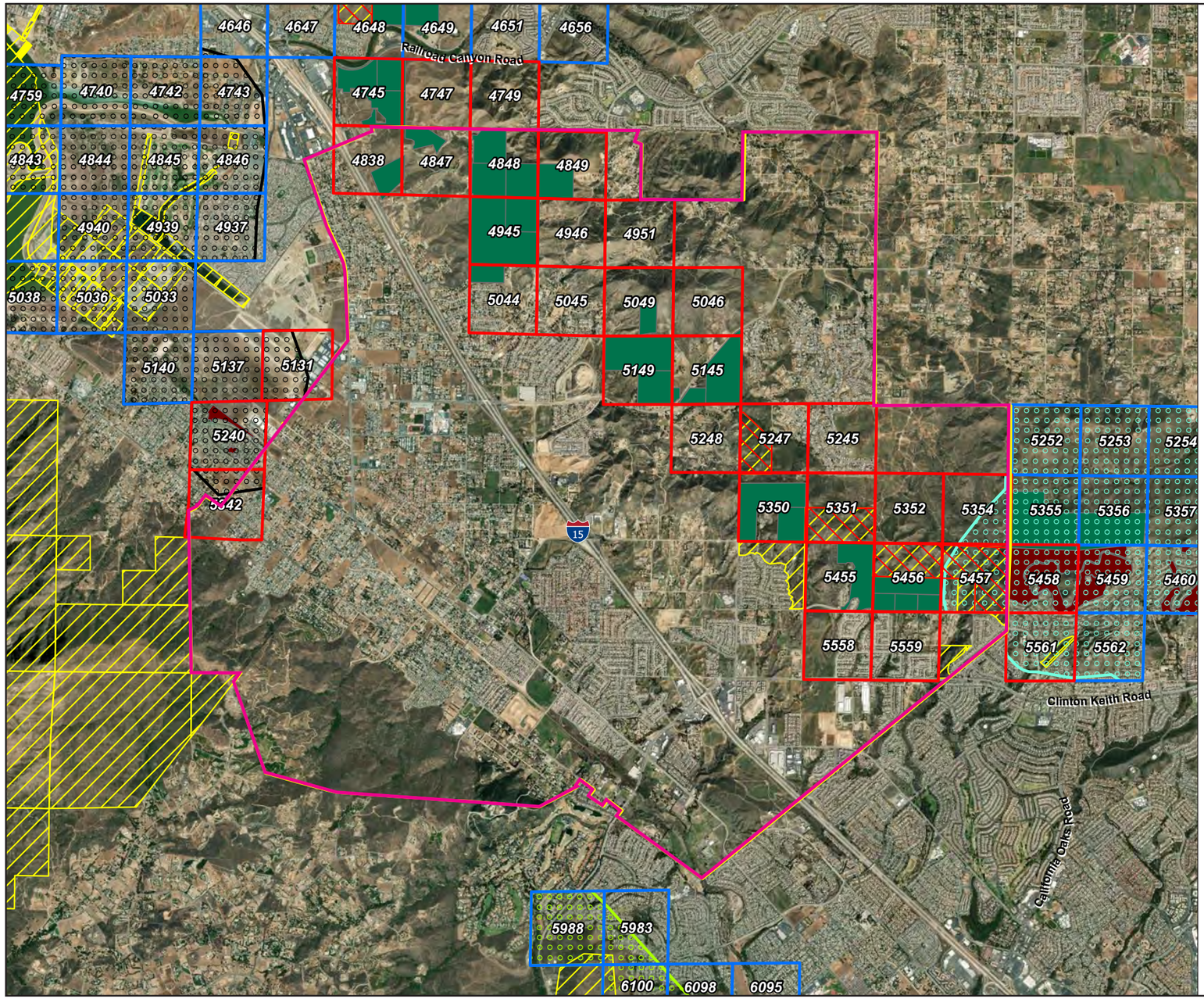


City of Wildomar Boundary

0 0.75
Scale (Miles)

Source: ECORP Consulting 2023.

Figure 5.4-3 - MSHCP Criteria Area Species, Critical Habitat, and Conserved Land



Map Contents

- City Limits
- Wildomar WRMSHCP Criteria Cells
- WRMSHCP Criteria Cells

Critical Habitat

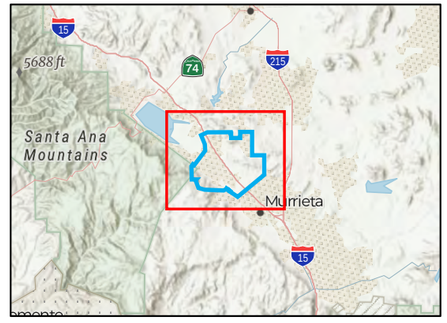
- Coastal California gnatcatcher

Western Riverside MSHCP Conserved Lands

- Public Quasi-Public (PQP) Conserved Lands
- MSHCP Conserved Lands
- MSHCP Easements

Western Riverside MSHCP Criteria Area Species Areas

- San jacinto valley crownscale (*Atriplex coronata* var. *notatior*), Parish's saltbush (*Atriplex parishii*), Davidson's saltbush (*Atriplex serenana* var. *davidsonii*), Thread leaved brodiaea (*Brodiaea filifolia*), Round leaved filaree (*Erodium macrophyllum*), Smooth tarplant (*Centromadia pungens* ssp. *laevis*), Coulter's goldfields (*Lasthenia glabrata* ssp. *coulteri*), Little mouse tail (*Myosurus minimus*) Area
- Davidson's saltbush (*Atriplex serenana* var. *davidsonii*), Parish's saltbush (*Atriplex parishii*), Thread leaved brodiaea (*Brodiaea filifolia*), Smooth tarplant (*Centromadia pungens* ssp. *laevis*), Round leaved filaree (*Erodium macrophyllum*), Coulter's goldfields (*Lasthenia glabrata* ssp. *coulteri*), Little mouse tail (*Myosurus minimus*) Area
- Davidson's saltbush (*Atriplex serenana* var. *davidsonii*), Parish's saltbush (*Atriplex parishii*), Round leaved filaree (*Erodium macrophyllum*), Coulter's goldfields (*Lasthenia glabrata* ssp. *coulteri*) Santa ana pitchersage (*Lepechinia cardiophylla*), Prostrate navarretia (*Navarretia prostrata*) Area



City of Wildomar Boundary

0 0.75
Scale (Miles)

Source: ECORP Consulting 2023.

According to Section 7.4 of the MSHCP, the following uses are considered allowable uses within the MSHCP Conservation Area:

- Reserve management, monitoring, and scientific research activities (MSHCP Section 7.4.1)
- Emergency, safety, and police services (MSHCP Section 7.4.1)
- Emergency repairs (MSHCP Section 7.4.1)
- Conditionally compatible uses such as public access and recreation (MSHCP Section 7.4.2)

Reserve Assembly

The City is in the Elsinore Area Plan in Subunit 3, Elsinore, and Subunit 4, Sedco Hills. The City is also adjacent to Subunit 1, Murrieta Creek; Subunit 2, Lower Sedco Hills; and Subunit 5, French Valley/Lower Sedco Hills. The City is in the Santa Ana Mountains and Menifee Habitat Management Units, and adjacent to the Forest Service Trabuco Habitat Management Unit. Figure 5.4-2 shows the locations of the subunits.

The City is within Species Survey Areas for narrow endemic plants, criteria area species, and burrowing owl. The City is within the Criteria Area Species survey area for San Jacinto Valley crownscale (*Atriplex coronata var. notatior*), Parish's brittlescale (*Atriplex parishii*), Davidson's saltscale (*Atriplex sernana var. davidsonii*), thread-leaved brodiaea (*Brodiaea filifolia*), round-leaved filaree (*Calfornia macrophylla*), smooth tarplant (*Centromadia pungens ssp. laevis*), Coulter's goldfields (*Lasthenia glabrata ssp. coulteri*), little mousetail (*Myosurus minimus ssp. apus*), and mud nama (*Nama stenocarpa*). The City is within the Narrow Endemic Plants survey area for Munz's onion (*Allium munzii*), San Diego ambrosia (*Ambrosia pumila*), many-stemmed dudleya (*Dudleya multicaulis*), spreading navarretia (*Navarretia fossalis*), California Orcutt grass (*Orcuttia californica*), and Wright's trichocoronis (*Trichocoronis wrightii var. wrightii*). The City is also adjacent to the Cleveland National Forest, of which portions are public-quasi public lands.

Elsinore Area Plan

Subunit 3, Elsinore

The target acreage range for Additional Reserve Lands within the Elsinore subunit is 925 to 1,815 acres. Species of conservation focus within this subunit are American bittern (*Botaurus lentiginosus*), Bell's sage sparrow (*Artemisiospiza belli*), black-crowned night heron (*Nycticorax nycticorax*), double-crested cormorant (*Phalacrocorax auritus*), least Bell's vireo (*Vireo bellii pusillus*), loggerhead shrike (*Lanius ludovicianus*), mountain plover (*Charadrius montanus*), northern harrier (*Circus cyaneus*), osprey (*Pandion haliaetus*), southwestern willow flycatcher (*Empidonax traillii extimus*), white-faced ibis (*Plegadis chihi*), white-tailed kite (*Elanus leucurus*), Quino checkerspot butterfly (*Euphydryas Editha quino*), Riverside fairy shrimp (*Streptocephalus woottoni*), bobcat (*Lynx rufus*), western pond turtle (*Actinemys marmorata*), Munz's onion, San Diego ambrosia, and smooth tarplant.

Subunit 4, Sedco Hills

The target acreage range for Additional Reserve Lands within the Sedco Hills subunit is 2,415 to 3,845 acres. Species of conservation focus within this subunit are Bell's sage sparrow, coastal California gnatcatcher (*Polioptila californica californica*), least Bell's vireo, southern California rufous-crowned sparrow (*Aimophila ruficeps*

canescens), southwestern willow flycatcher, Quino checkerspot butterfly, bobcat, Stephens' kangaroo rat (*Dipodomys stephensi*), and western pond turtle.

Southwest Area Plan

The Southwest Area Plan is adjacent to the City. While Criteria Cells within this Area Plan are adjacent to the City, they are included in conservation considerations for Criteria Cells within the City. Figure 5.4-2 shows the locations of the subunit.

Subunit 5, French Valley/Lower Sedco Hills

The target acreage range for Additional Reserve Lands within this subunit is 4,630 to 7,395 acres. Species of conservation focus within this subunit are Bell's sage sparrow, California horned lark, coastal California gnatcatcher, Swainson's hawk (*Buteo swainsoni*), grasshopper sparrow, southern California rufouscrowned sparrow, Quino checkerspot butterfly, bobcat, Los Angeles pocket mouse (*Perognathus longimembris brevinasus*), western pond turtle, long-spined spine flower (*Chorizanthe polygonoides var. longispina*), Munz's onion, and Palmer's grapplinghook (*Harpagonella palmeri*). Biological issues and considerations from the MSHCP follow.

Vegetation Communities and Land Cover Types

The City encompasses the foothills of the Santa Margarita Mountains and Elsinore Mountains and is located in southwest corner of Riverside County. Murrieta Creek flows through the western portion of the City, running north-south. The City is mostly developed; however, it does contain some additional land cover types and vegetation communities. Land cover types are primarily those that are not defined by a specific species of vegetation according to the CNPS.

The CNDDB database was reviewed to determine the general vegetation communities that occur within the City. Vegetation communities and land cover types according to the MSHCP are shown on Figure 5.4-4a through Figure 5.4-4o, *Vegetation Communities and Land Cover Types*. It is important to note that the vegetation communities and land cover type descriptions that follow are according to broad community descriptions provided in the MSCHP. These descriptions are not representative of detailed vegetation communities within the City. Rather, they are generalized descriptions for the vegetation community/land cover type.

Agricultural Land

Agricultural areas consist of any areas of the City that are under active cultivation, either irrigated or not. Areas mapped as agriculture include crop fields and orchards, dairy and livestock feedyards, field croplands, groves and orchards.

Figure 5.4-4a - Vegetation Communities and Land Cover Types



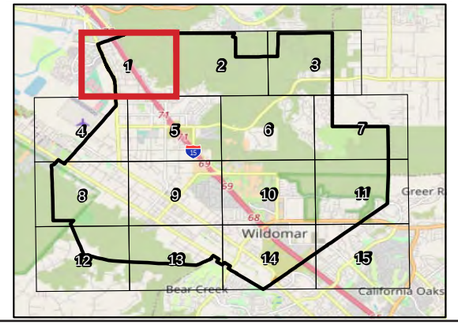
Map Features

City of Wildomar Boundary

Vegetation Communities and Land Cover Types

- Agriculture Mapping Unit
- Brittlebush - California Buckwheat Mapping Unit
- Brittlebush - California Sagebrush Association
- California Annual Grassland Alliance
- California Buckwheat Alliance
- California Sagebrush - California Buckwheat - (Black Sage - Yellow Bush Penstemon) Mapping Unit
- Chamise - Coastal Sage Scrub Disturbance Mapping Unit
- Chamise - Hoaryleaf Ceanothus - Black Sage Association
- Chamise - Hoaryleaf Ceanothus Alliance
- Deerweed Alliance
- Eucalyptus Alliance
- Exotic Trees Mapping Unit
- Urban Interface Mapping Unit
- Urban or development Mapping Unit
- Vacant (disturbed bare ground, <2% vegetative cover) Mapping Unit
- White Sage - Brittlebush Association
- Willow Mapping Unit

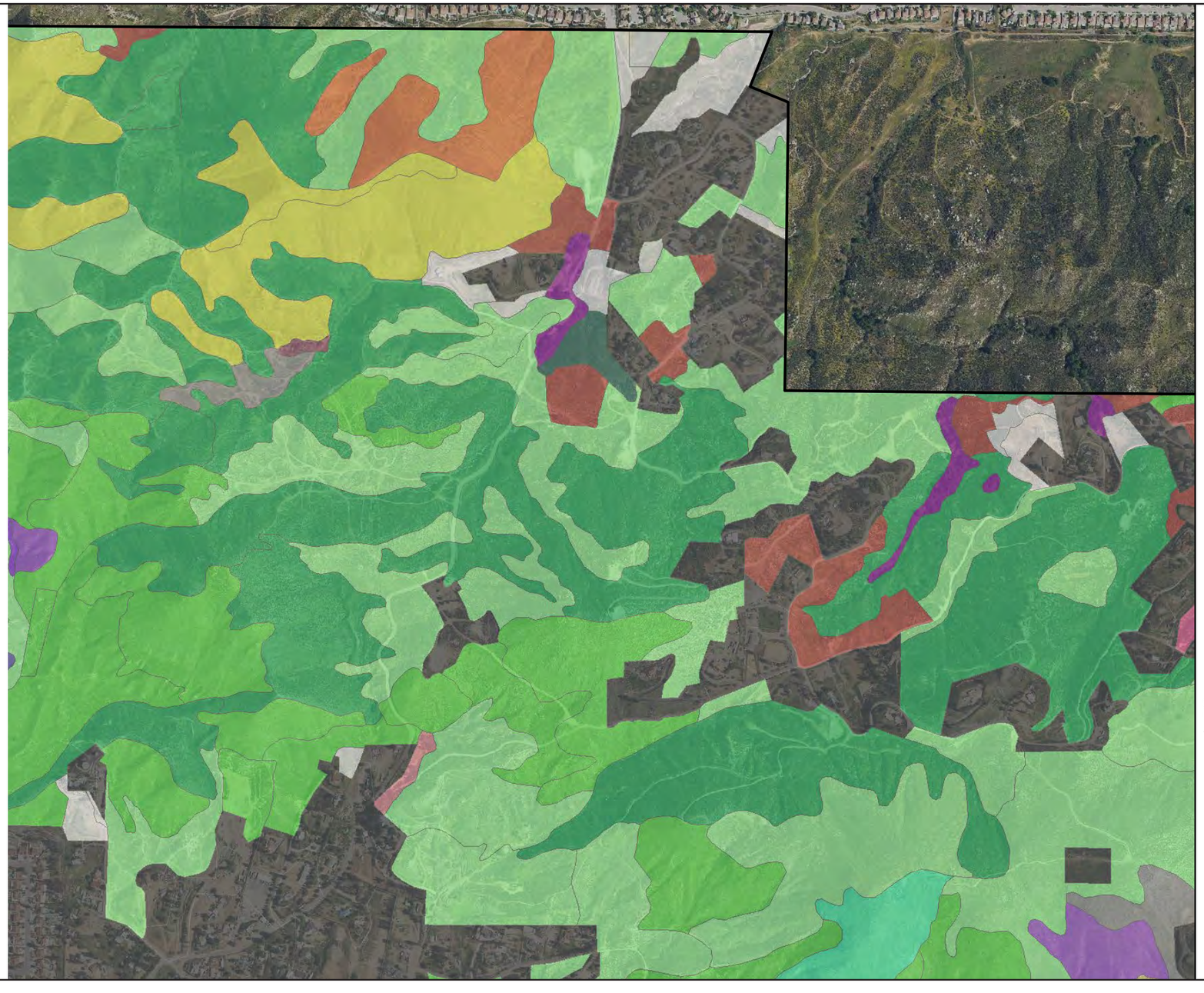
Sources: NAIP (2020), Western Riverside County Regional Conservation Authority Vegetation (2012 CNPS) Service Layer Credits: (c) OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)



0 850
Scale (Feet)

Source: ECORP Consulting 2023.

Figure 5.4-4b - Vegetation Communities and Land Cover Types



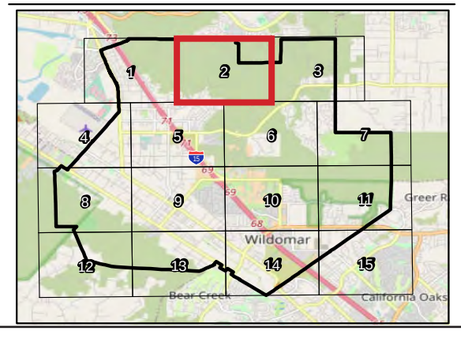
Map Features

City of Wildomar Boundary

Vegetation Communities and Land Cover Types

- Brittlebush - California Buckwheat Mapping Unit
- Brittlebush - California Sagebrush Association
- California Annual Grassland Alliance
- California Buckwheat Alliance
- California Sagebrush - California Buckwheat - (Black Sage - Yellow Bush Penstemon) Mapping Unit
- California Sagebrush - White Sage Alliance
- Chamise - Black Sage Alliance
- Chamise - Coastal Sage Scrub Disturbance Mapping Unit
- Chamise - Hoaryleaf Ceanothus - Black Sage Association
- Chamise - Hoaryleaf Ceanothus Alliance
- Chamise Pure Association
- Coast Live Oak / Chaparral Association
- Coast Live Oak Alliance
- Exotic Trees Mapping Unit
- Urban Interface Mapping Unit
- Urban or development Mapping Unit
- Vacant (disturbed bare ground, <2% vegetative cover) Mapping Unit
- White Sage - Brittlebush Association
- Willow Mapping Unit

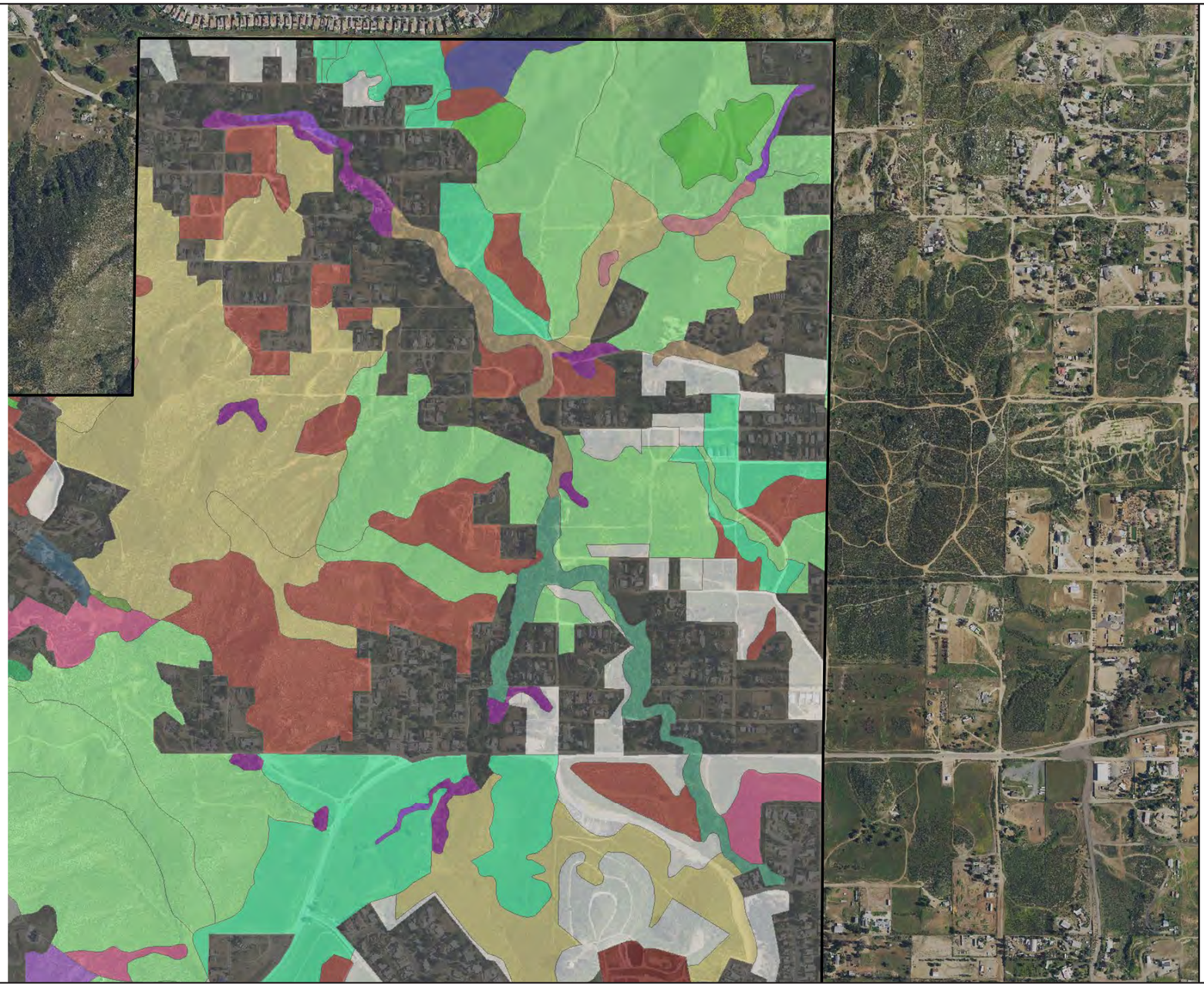
Sources: NAIP (2020), Western Riverside County Regional Conservation Authority Vegetation (2012 CNPS) Service Layer Credits: (c) OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)



0 850
Scale (Feet)

Source: ECORP Consulting 2023.

Figure 5.4-4c - Vegetation Communities and Land Cover Types



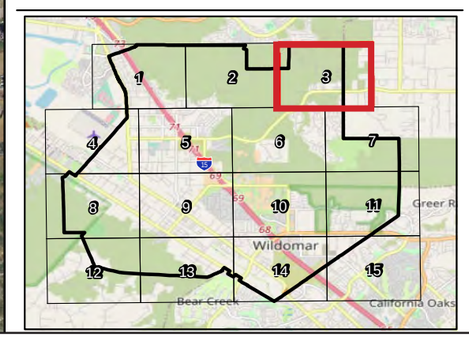
Map Features

City of Wildomar Boundary

Vegetation Communities and Land Cover Types

- Brittlebush - California Buckwheat Mapping Unit
- Brittlebush - California Sagebrush Association
- California Annual Grassland Alliance
- California Buckwheat Alliance
- California Sagebrush - California Buckwheat - (Black Sage - Yellow Bush Penstemon) Mapping Unit
- California Sycamore Alliance
- Chamise - Black Sage Alliance
- Chamise - California Buckwheat Association
- Chamise - Coastal Sage Scrub Disturbance Mapping Unit
- Chamise - Hoaryleaf Ceanothus - Black Sage Association
- Chamise Alliance
- Chamise Pure Association
- Coast Live Oak / Chaparral Association
- Coast Live Oak / Poison Oak Riparian Association
- Coast Live Oak Alliance
- Eucalyptus Alliance
- Fremont Cottonwood - Willow Mapping Unit
- Urban Interface Mapping Unit
- Urban or development Mapping Unit
- Vacant (disturbed bare ground, <2% vegetative cover) Mapping Unit
- Water Mapping Unit
- Willow Mapping Unit

Sources: NAIP (2020), Western Riverside County Regional Conservation Authority Vegetation (2012 CNPS) Service Layer Credits: (c) OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)



0 850
Scale (Feet)

Source: ECORP Consulting 2023.

Figure 5.4-4d - Vegetation Communities and Land Cover Types



Map Features

City of Wildomar Boundary

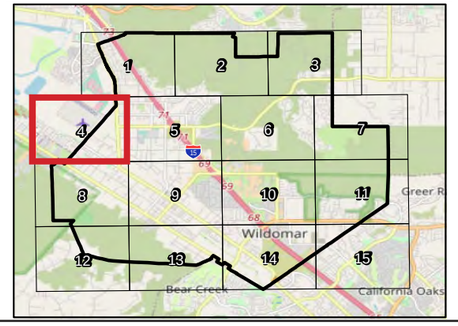
Vegetation Communities and Land Cover Types

Agriculture Mapping Unit

Urban Interface Mapping Unit

Urban or development Mapping Unit

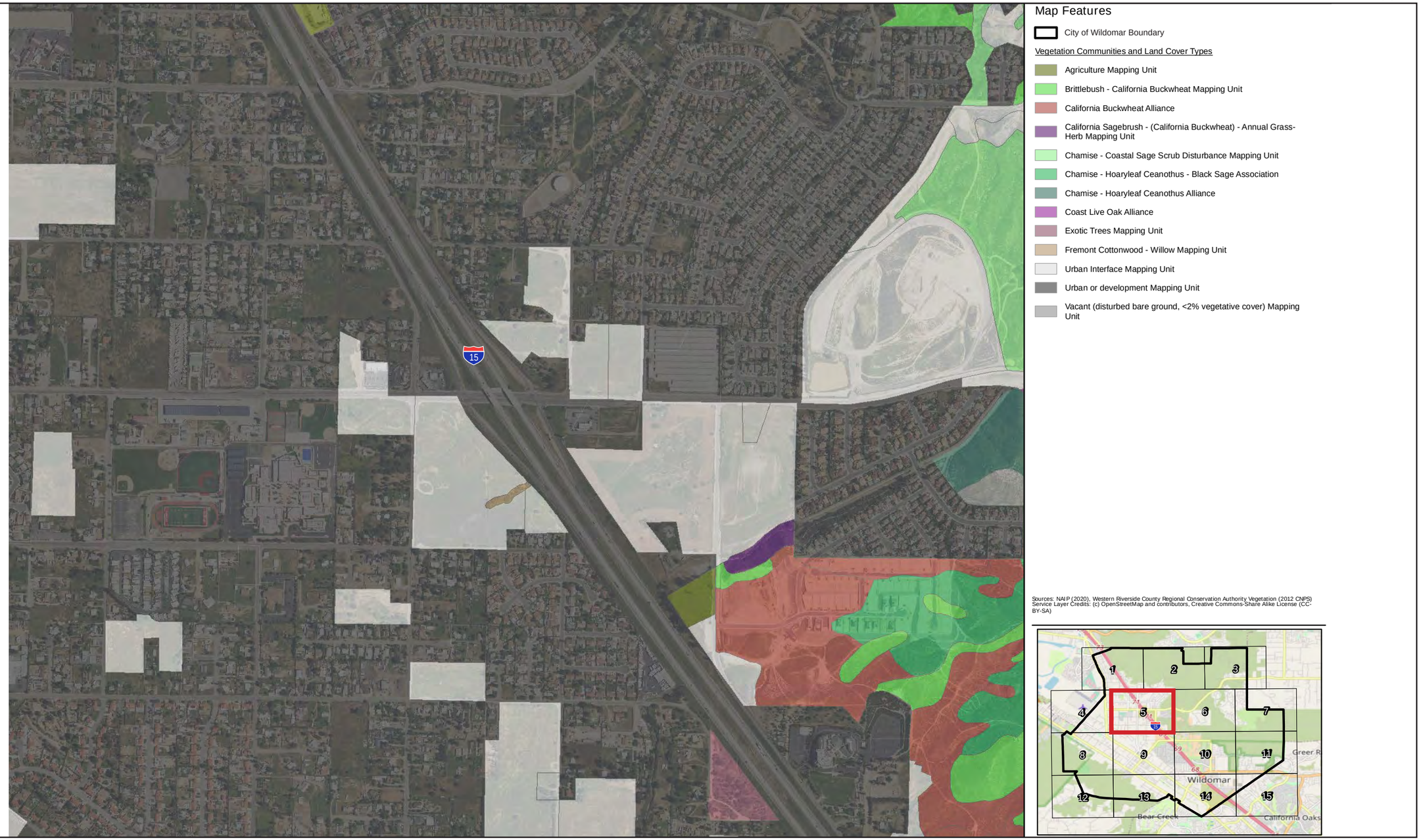
Sources: NAIP (2020), Western Riverside County Regional Conservation Authority Vegetation (2012 CNPS) Service Layer Credits: (c) OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)



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Scale (Feet)

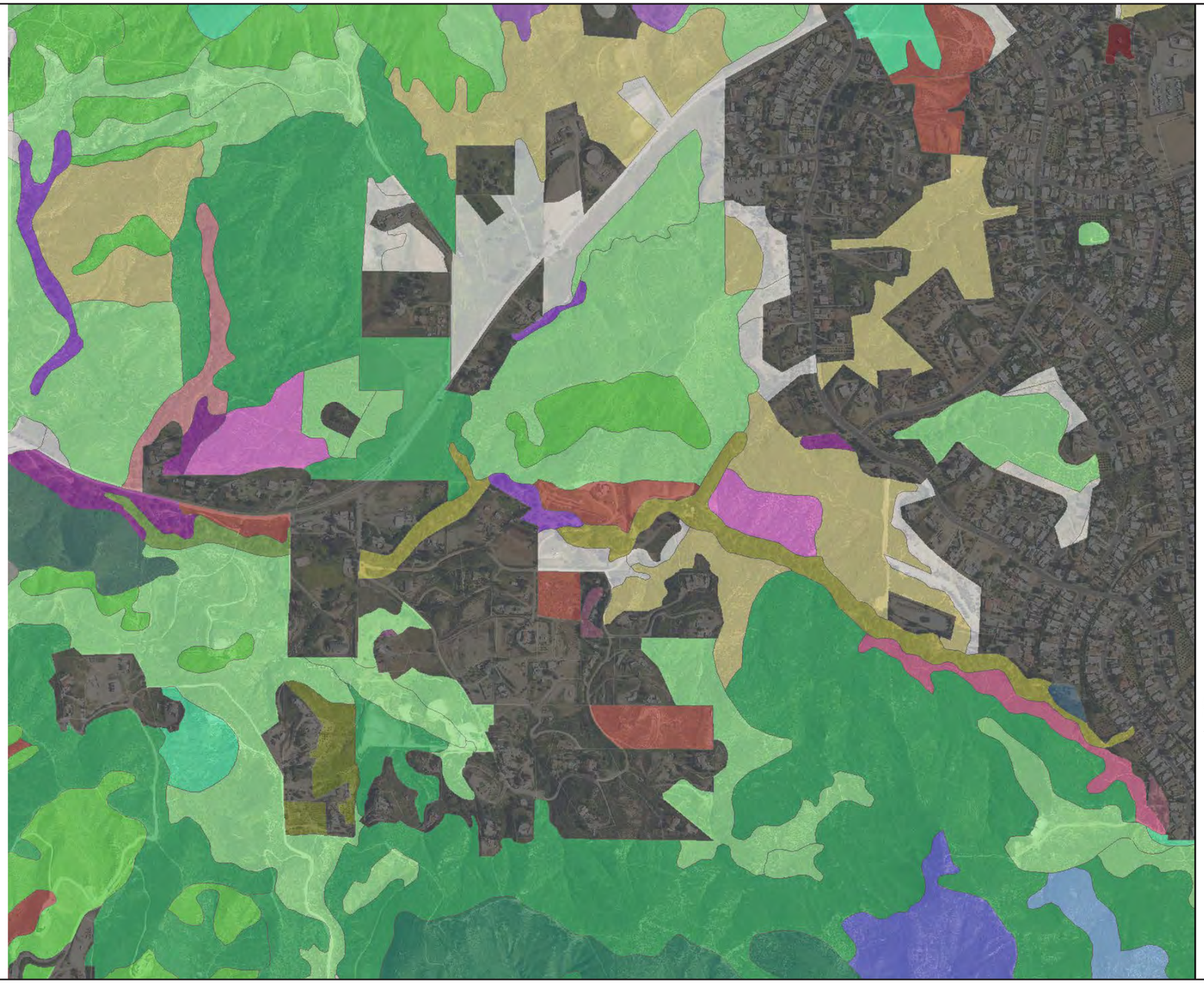
Source: ECORP Consulting 2023.

Figure 5.4-4e - Vegetation Communities and Land Cover Types



Source: ECORP Consulting 2023.

Figure 5.4-4f - Vegetation Communities and Land Cover Types



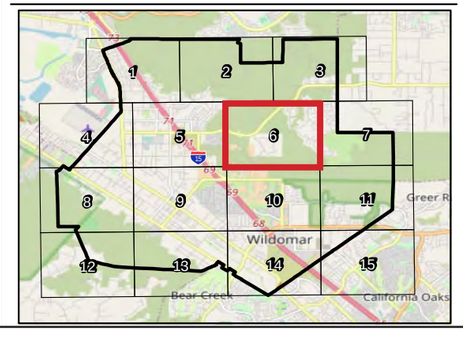
Map Features

City of Wildomar Boundary

Vegetation Communities and Land Cover Types

- Agriculture Mapping Unit
- Brittlebush - California Buckwheat Mapping Unit
- Brittlebush - California Sagebrush Association
- California Annual Grassland Alliance
- California Buckwheat - Brittlebush Alliance
- California Buckwheat Alliance
- California Sycamore Alliance
- Chamise - Black Sage Alliance
- Chamise - California Buckwheat Association
- Chamise - Coastal Sage Scrub Disturbance Mapping Unit
- Chamise - Hoaryleaf Ceanothus - Black Sage Association
- Chamise - Hoaryleaf Ceanothus Alliance
- Chamise - Laurel Sumac Association
- Chamise Pure Association
- Coast Live Oak - Sycamore Riparian Mapping Unit
- Coast Live Oak / Chaparral Association
- Coast Live Oak Alliance
- Eucalyptus Alliance
- Exotic Trees Mapping Unit
- Hoaryleaf Ceanothus Alliance
- Laurel Sumac - California Buckwheat Association
- Urban Interface Mapping Unit
- Urban or development Mapping Unit
- Vacant (disturbed bare ground, <2% vegetative cover) Mapping Unit
- Water Mapping Unit
- Willow Mapping Unit

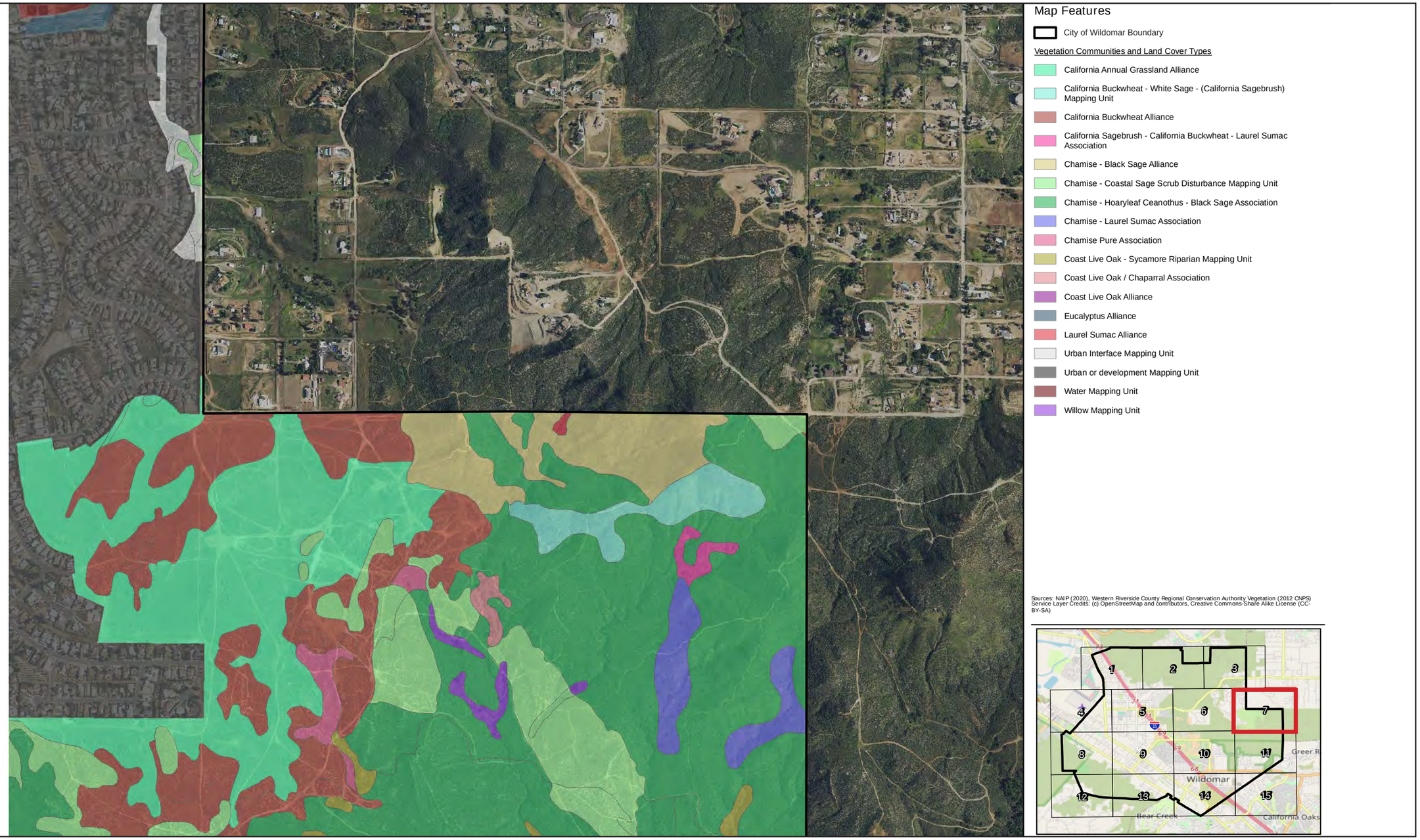
Sources: NAIP (2020), Western Riverside County Regional Conservation Authority Vegetation (2012 CNPS) Service Layer Credits: (c) OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)



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Scale (Feet)

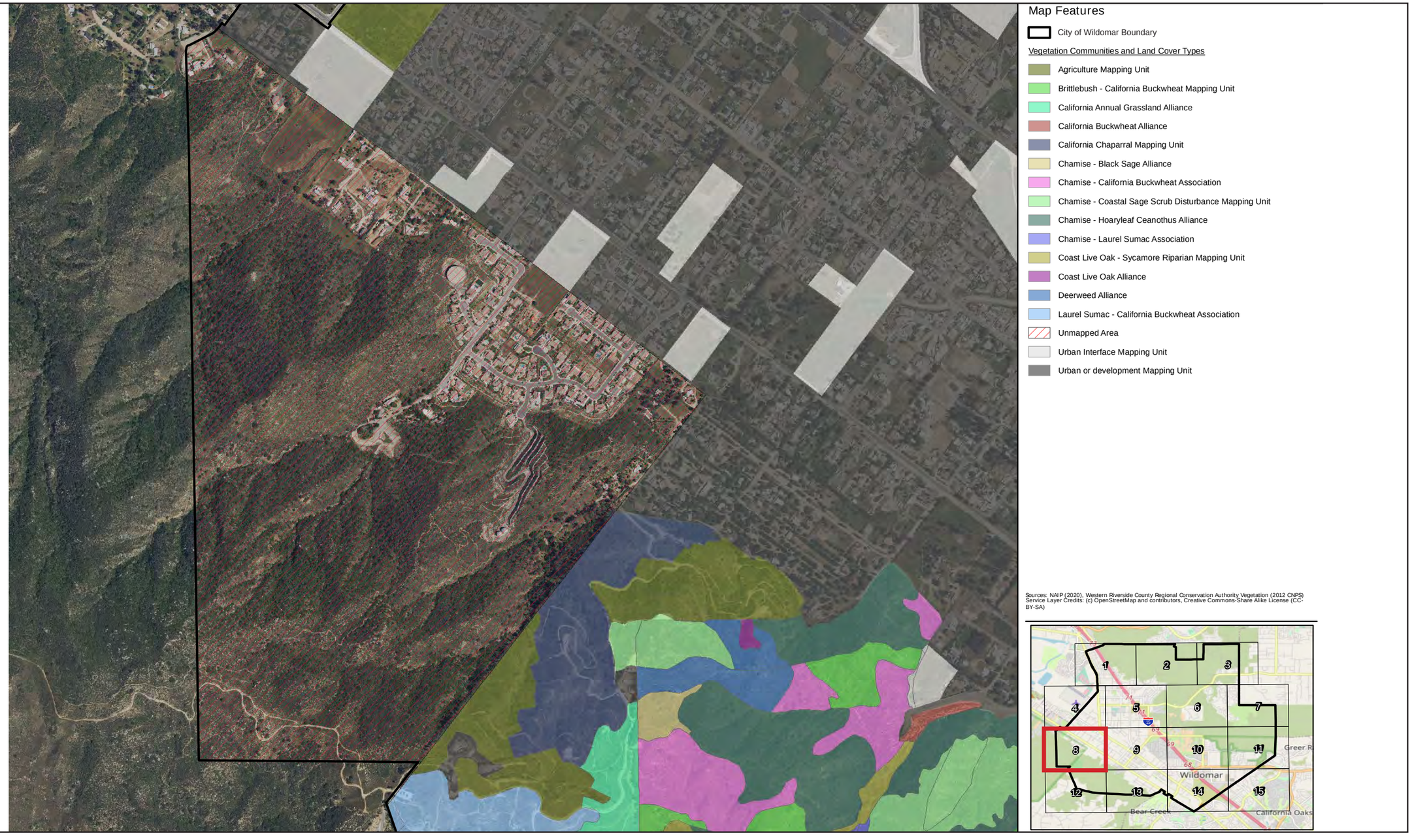
Source: ECORP Consulting 2023.

Figure 5.4-4g - Vegetation Communities and Land Cover Types



Source: ECORP Consulting 2023.

Figure 5.4-4h - Vegetation Communities and Land Cover Types



Source: ECORP Consulting 2023.

Figure 5.4-4i - Vegetation Communities and Land Cover Types



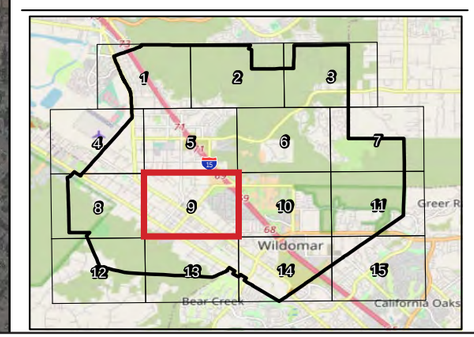
Map Features

City of Wildomar Boundary

Vegetation Communities and Land Cover Types

- Agriculture Mapping Unit
- Brittlebush - California Buckwheat Mapping Unit
- California Annual Grassland Alliance
- California Buckwheat Alliance
- Chamise - California Buckwheat Association
- Chamise - Coastal Sage Scrub Disturbance Mapping Unit
- Chamise - Hoaryleaf Ceanothus Alliance
- Eucalyptus Alliance
- Exotic Trees Mapping Unit
- Urban Interface Mapping Unit
- Urban or development Mapping Unit
- Willow Mapping Unit

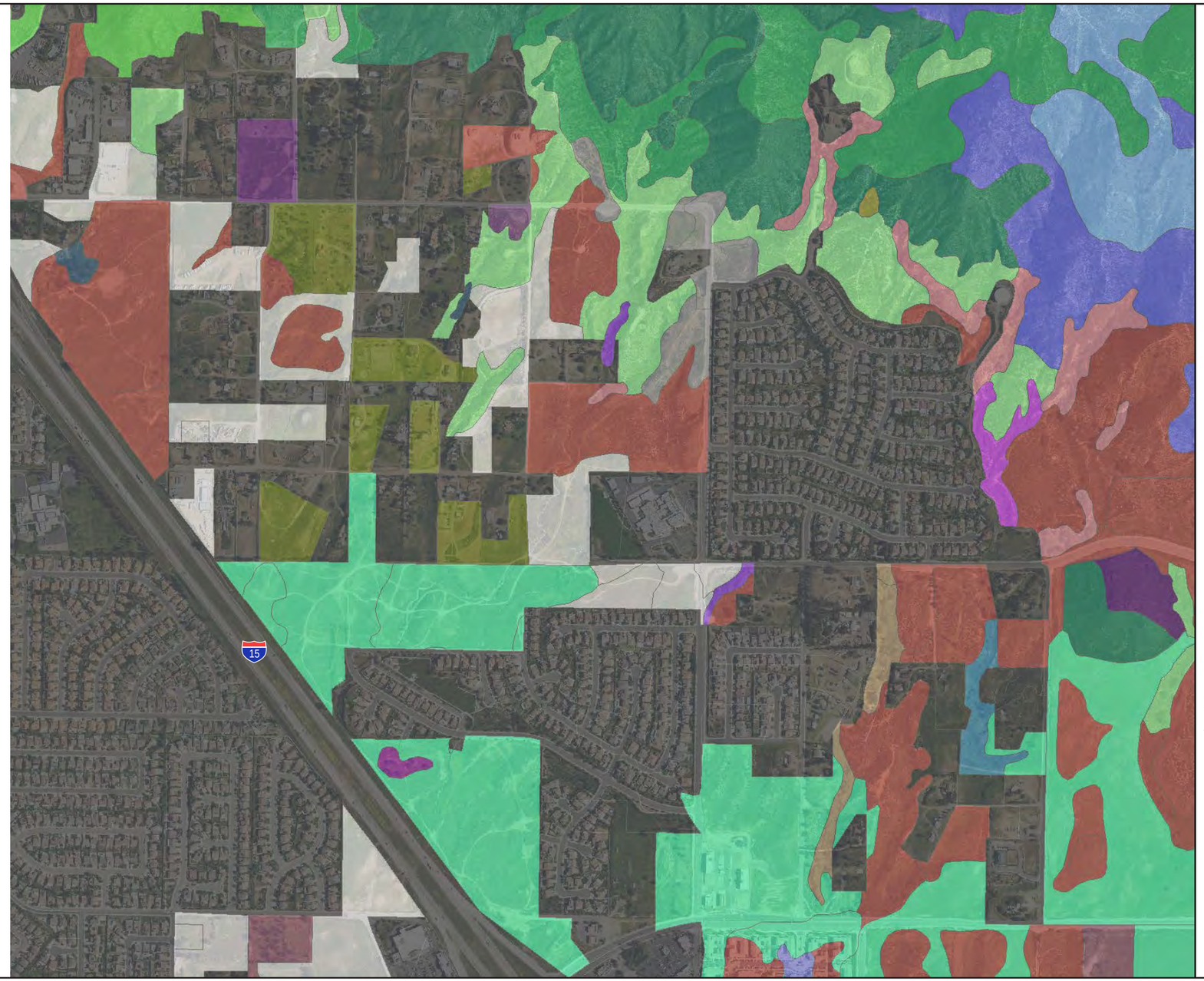
Sources: NAIP (2020), Western Riverside County Regional Conservation Authority Vegetation (2012 CNPS) Service Layer Credits: (c) OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)



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Scale (Feet)

Source: ECORP Consulting 2023.

Figure 5.4-4j - Vegetation Communities and Land Cover Types



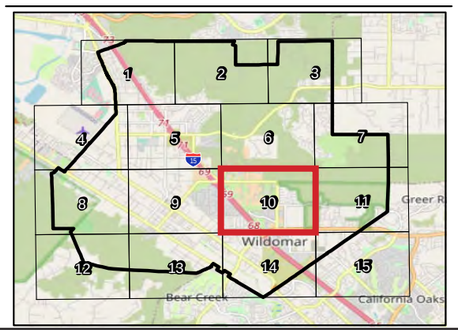
Map Features

City of Wildomar Boundary

Vegetation Communities and Land Cover Types

- Agriculture Mapping Unit
- Blue Elderberry - (Mulefat) Mapping Unit
- Brittlebush - California Buckwheat Mapping Unit
- California Annual Grassland Alliance
- California Buckwheat - Brittlebush Alliance
- California Buckwheat Alliance
- California Sagebrush - (California Buckwheat) - Annual Grass-Herb Mapping Unit
- Chamise - Coastal Sage Scrub Disturbance Mapping Unit
- Chamise - Hoaryleaf Ceanothus - Black Sage Association
- Chamise - Laurel Sumac Association
- Chamise Alliance
- Coast Live Oak - Sycamore Riparian Mapping Unit
- Coast Live Oak / Chaparral Association
- Coast Live Oak Alliance
- Eucalyptus Alliance
- Exotic Trees Mapping Unit
- Fremont Cottonwood - Willow Mapping Unit
- Hoaryleaf Ceanothus Alliance
- Laurel Sumac - California Buckwheat Association
- Red Willow Alliance
- Urban Interface Mapping Unit
- Urban or development Mapping Unit
- Vacant (disturbed bare ground, <2% vegetative cover) Mapping Unit
- Willow Mapping Unit

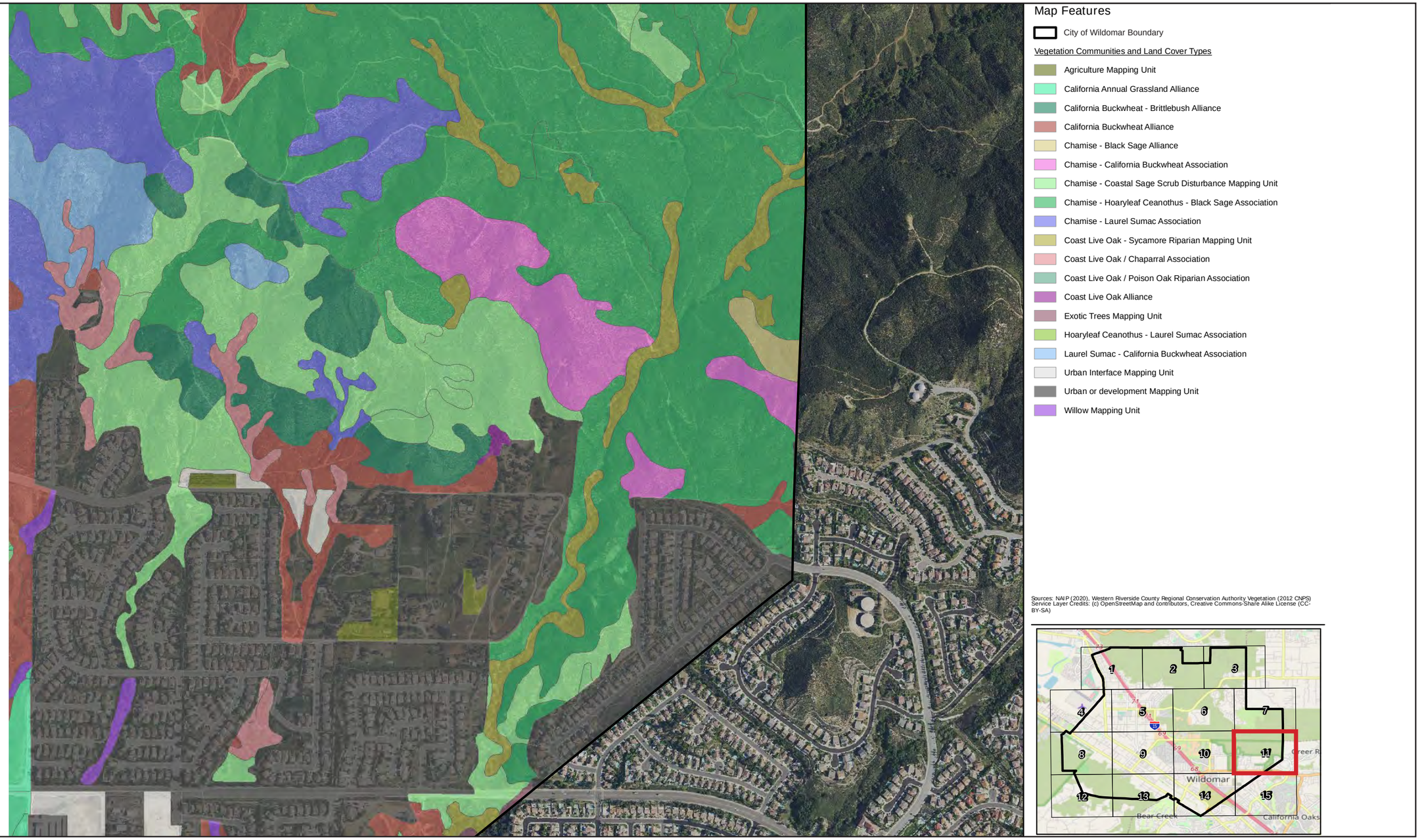
Sources: NAIP (2020), Western Riverside County Regional Conservation Authority Vegetation (2012 CNPS) Service Layer Credits: (c) OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)



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Scale (Feet)

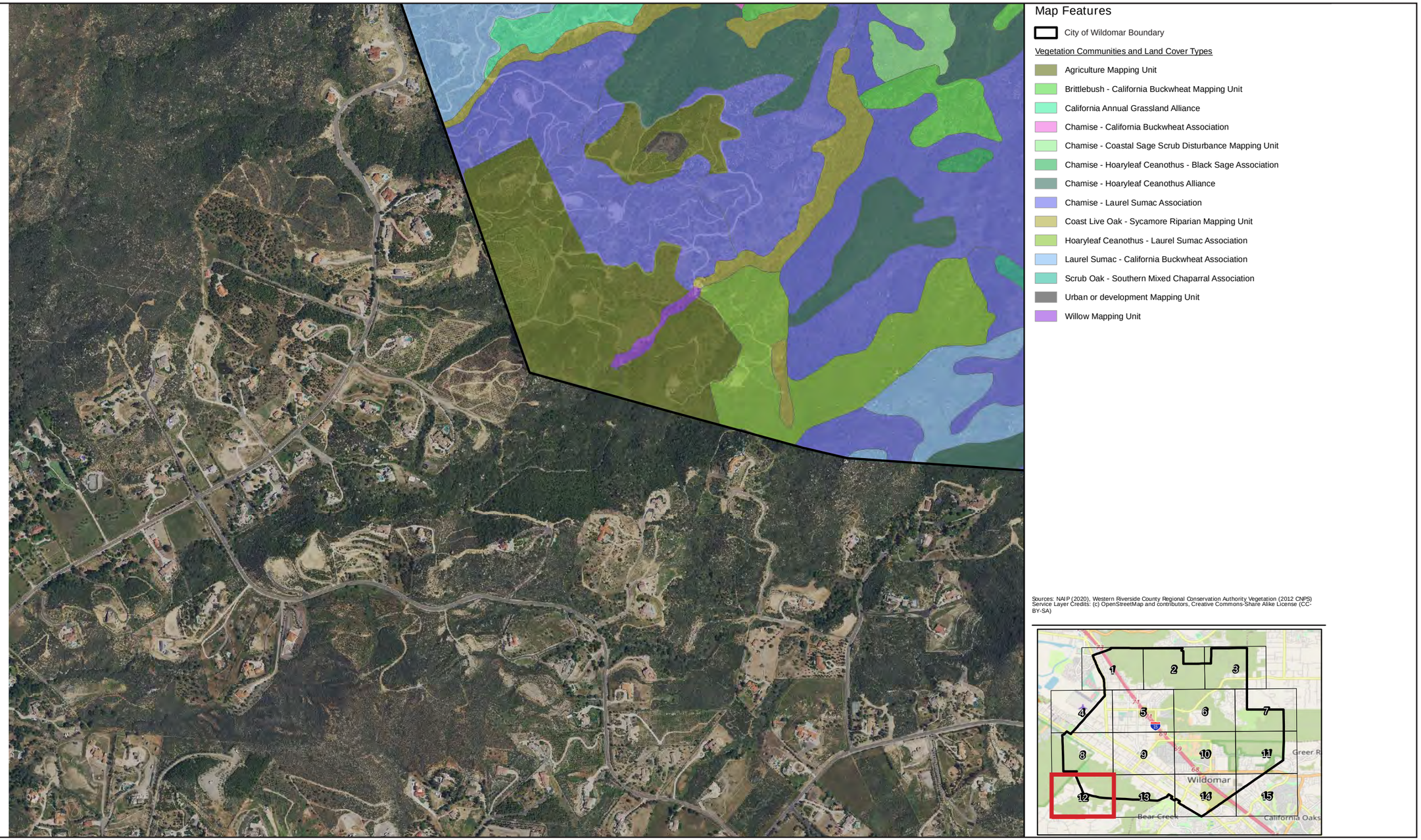
Source: ECORP Consulting 2023.

Figure 5.4-4k - Vegetation Communities and Land Cover Types



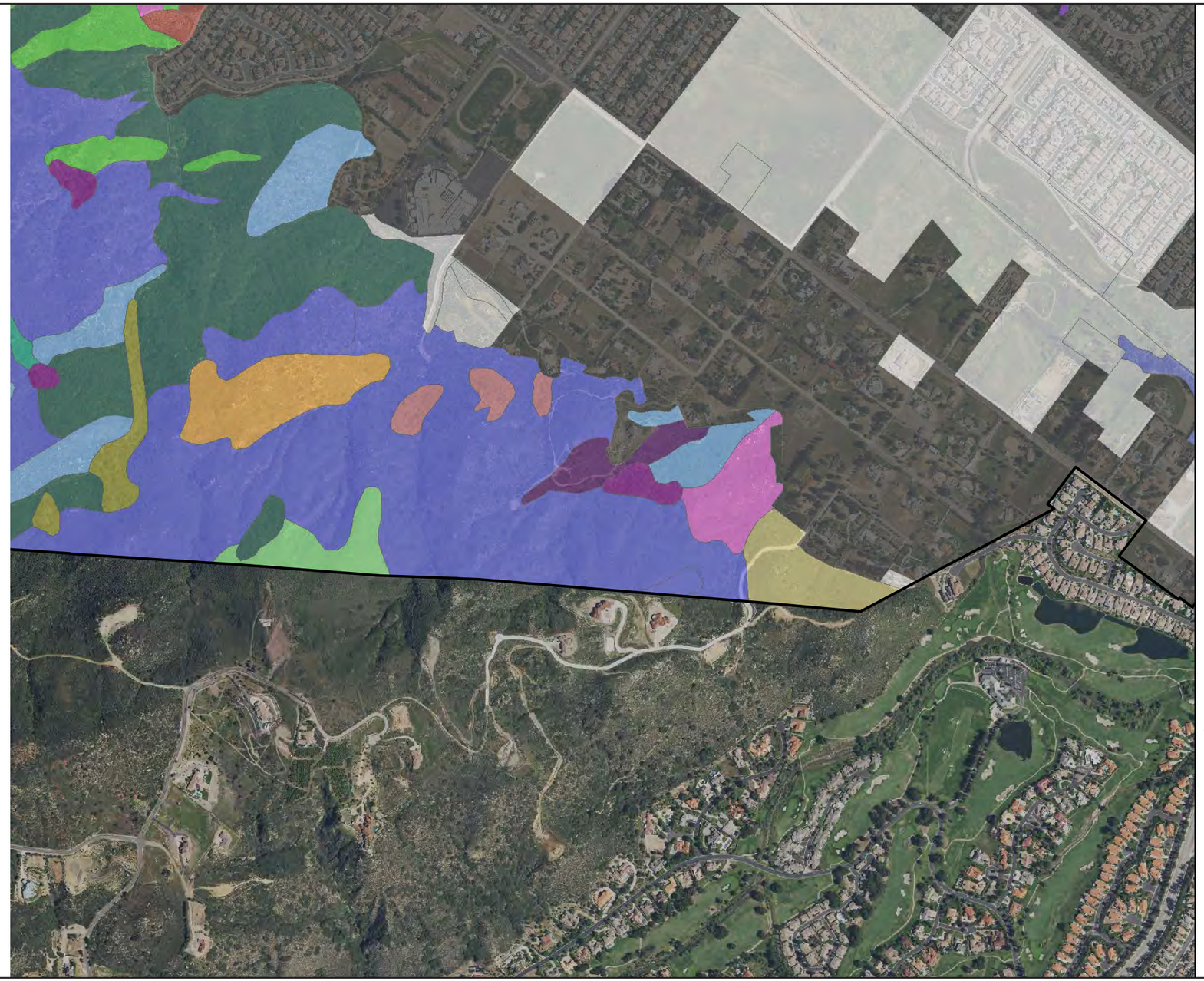
Source: ECORP Consulting 2023.

Figure 5.4-4l - Vegetation Communities and Land Cover Types



Source: ECORP Consulting 2023.

Figure 5.4-4m - Vegetation Communities and Land Cover Types



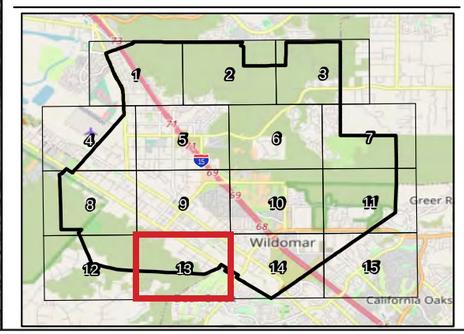
Map Features

City of Wildomar Boundary

Vegetation Communities and Land Cover Types

- Agriculture Mapping Unit
- Brittlebush - California Buckwheat Mapping Unit
- California Buckwheat Alliance
- California Sagebrush - (California Buckwheat) - Annual Grass-Herb Mapping Unit
- Chamise - Black Sage Alliance
- Chamise - California Buckwheat Association
- Chamise - Coastal Sage Scrub Disturbance Mapping Unit
- Chamise - Hoaryleaf Ceanothus Alliance
- Chamise - Laurel Sumac Association
- Coast Live Oak - Sycamore Riparian Mapping Unit
- Coast Live Oak / Chaparral Association
- Coast Live Oak Alliance
- Laurel Sumac - California Buckwheat - White Sage Association
- Laurel Sumac - California Buckwheat Association
- Red Willow Alliance
- Scrub Oak - Southern Mixed Chaparral Association
- Urban Interface Mapping Unit
- Urban or development Mapping Unit
- Willow Mapping Unit

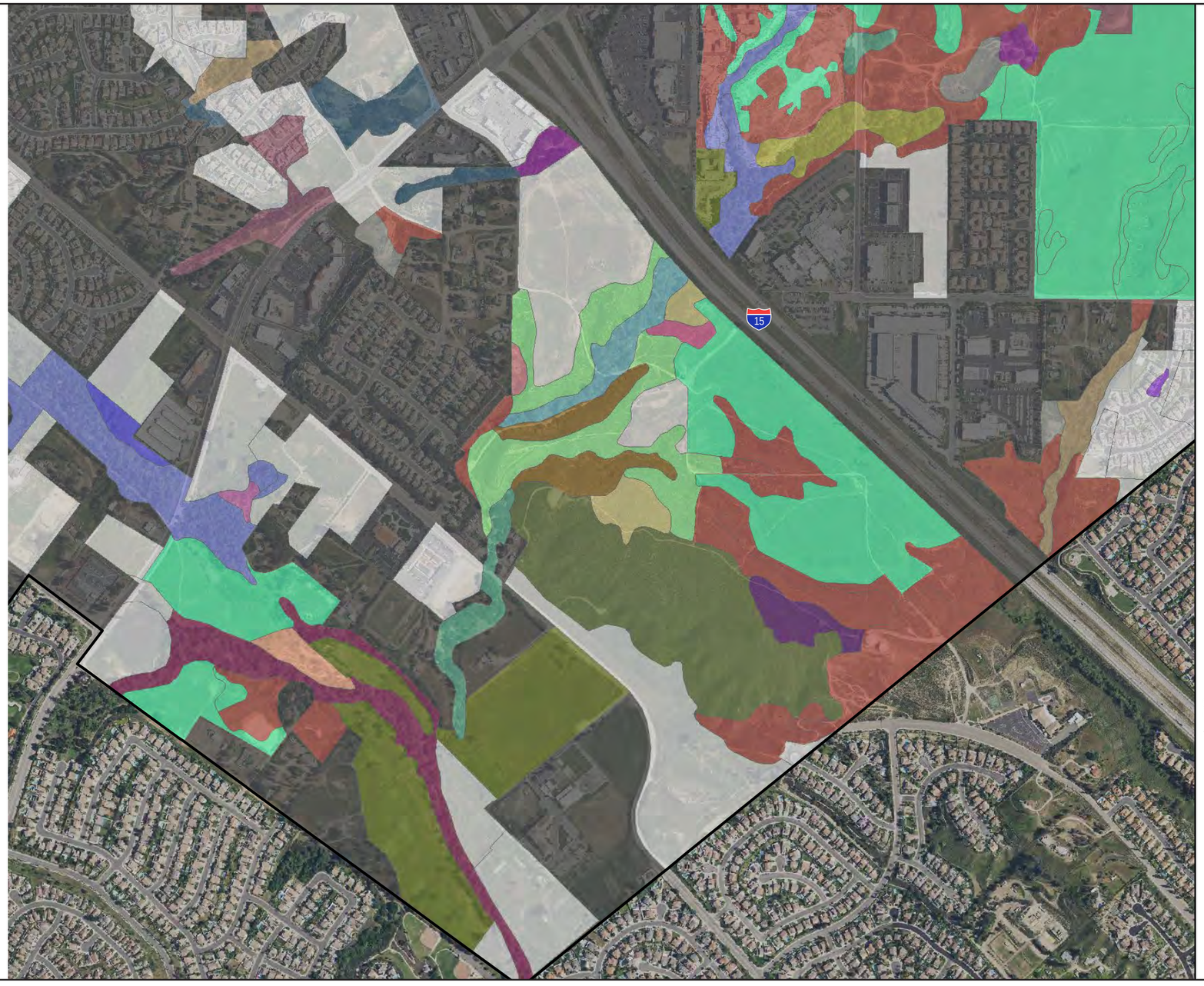
Sources: NAIP (2020), Western Riverside County Regional Conservation Authority Vegetation (2012 CNPS) Service Layer Credits: (c) OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)



0 850
Scale (Feet)

Source: ECORP Consulting 2023.

Figure 5.4-4n - Vegetation Communities and Land Cover Types



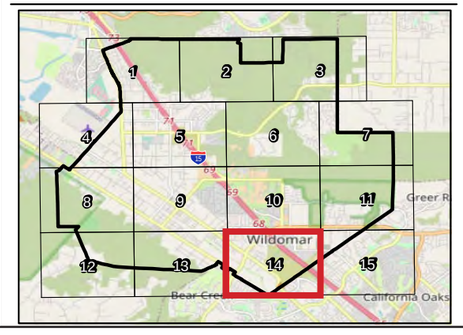
Map Features

City of Wildomar Boundary

Vegetation Communities and Land Cover Types

- Agriculture Mapping Unit
- Annual Herbaceous Grasslands and Forbs Mapping Unit
- Bulrush - Cattail Mapping Unit
- California Annual Grassland Alliance
- California Buckwheat Alliance
- California Sagebrush - (California Buckwheat) - Annual Grass-Herb Mapping Unit
- California Sagebrush - California Buckwheat - White Sage Association
- Chamise - Black Sage Alliance
- Chamise - Coastal Sage Scrub Disturbance Mapping Unit
- Chamise Pure Association
- Coast Live Oak - California Sycamore - Red Willow Association
- Coast Live Oak - Sycamore Riparian Mapping Unit
- Coast Live Oak / Chaparral Association
- Coast Live Oak / Poison Oak Riparian Association
- Coast Live Oak Alliance
- Eucalyptus Alliance
- Exotic Trees Mapping Unit
- Fremont Cottonwood - Red Willow / Arroyo Willow / Mulefat Association
- Fremont Cottonwood - Willow Mapping Unit
- Fremont Cottonwood Dry Mapping Unit
- Red Willow Alliance
- Scrub Oak - Chamise Alliance
- Urban Interface Mapping Unit
- Urban or development Mapping Unit
- Vacant (disturbed bare ground, <2% vegetative cover) Mapping Unit
- Willow Mapping Unit

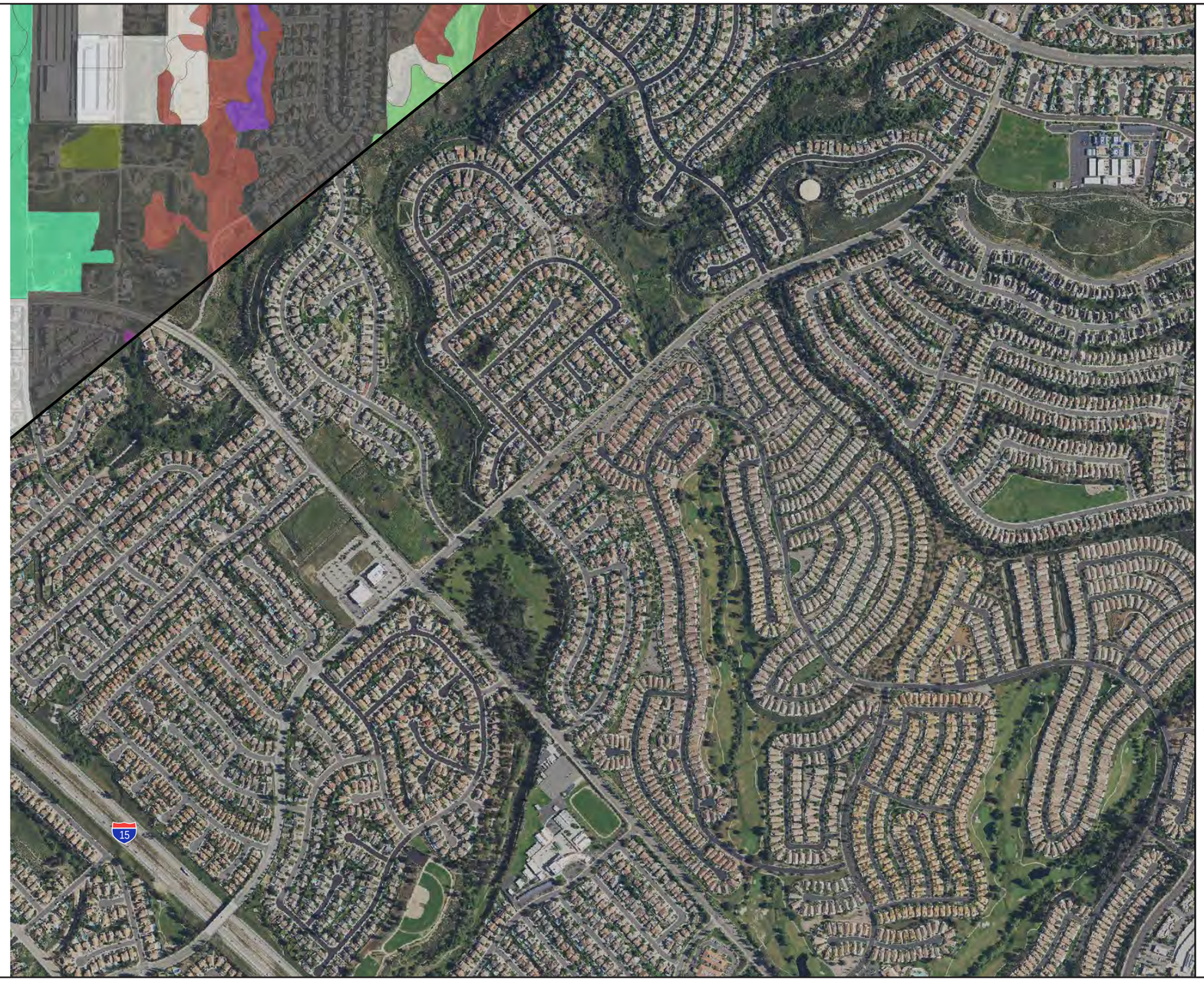
Sources: NAIP (2020), Western Riverside County Regional Conservation Authority Vegetation (2012 CNPS) Service Layer Credits: (c) OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)



0 850
Scale (Feet)

Source: ECORP Consulting 2023.

Figure 5.4-4o - Vegetation Communities and Land Cover Types



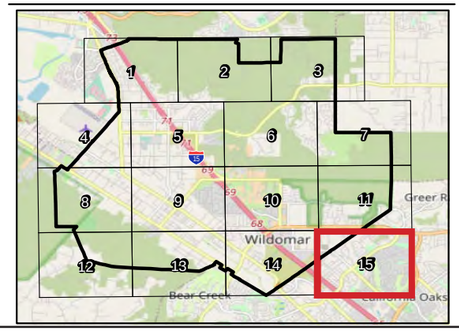
Map Features

City of Wildomar Boundary

Vegetation Communities and Land Cover Types

- Agriculture Mapping Unit
- California Annual Grassland Alliance
- California Buckwheat Alliance
- Chamise - Coastal Sage Scrub Disturbance Mapping Unit
- Coast Live Oak - Sycamore Riparian Mapping Unit
- Coast Live Oak Alliance
- Exotic Trees Mapping Unit
- Urban Interface Mapping Unit
- Urban or development Mapping Unit
- Willow Mapping Unit

Sources: NAIP (2020). Western Riverside County Regional Conservation Authority Vegetation (2012 CNPS) Service Layer Credits: (c) OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)



0 850
Scale (Feet)

Source: ECORP Consulting 2023.

Chaparral

This vegetation community is primarily shrub-dominated with evergreen species that range from 1 to 4 meters in height. Common shrubs associated with this general community include chamise *(Adenostoma fasciculatum*), manzanita (*Arctostaphylos spp.*), wild lilac (*Ceanothus spp.*), oak (*Quercus sp.*), redberry (*Rhamnus sp.*), laurel sumac (*Malosma laurina*), mountain mahogany (*Cercocarpus betuloides*), toyon (*Heteromeles arbutifolia*), mission manzanita (*Xylococcus bicolor*), California buckwheat (*Eriogonum fasciculatum*), sages (*Salvia spp.*), California sagebrush (*Artemisia californica*), and monkeyflower (*Mimulus sp.*). Herbaceous species are also common such as deerweed (*Acmispon glaber*), nightshade (*Solanum sp.*), Spanish bayonet (*Yucca baccata*), rock-rose (*Cistus sp.*), onion (*Allium sp.*), bunch grasses (*Festuca spp.*), wild cucumber (*Marah sp.*), bedstraw (*Galium sp.*), and lupine (*Lupinus sp.*).

Coastal Sage Scrub

This vegetation community is often found distributed within other vegetation communities such as grassland and chapparal and oak or riparian woodlands. This community is often dominated by drought-deciduous shrub and subshrub species. Species commonly associated with this community include California sagebrush, California buckwheat, laurel sumac, sages, brittlebush (*Encelia farinosa*), lemonadeberry (*Rhus intefrifolia*), boxthorn (*Lycium sp.*), and sugarbush (*Rhus ovata*).

Grassland

This vegetation community can consist of two general types of grasslands: non-native grassland dominated by annual grasses and native grassland dominated by perennial grass species. The latter is often referred to as Valley and Foothill Grassland, and the former is referred to as Non-native Grassland.

Within Valley and Foothill Grassland, common species include fiddleneck (*Amsinckia menziesii*), common calyptridium (*Calyptridium monospermum*), suncup (*Camissoniopsis sp.*), Chinese houses (*Collinsia heterophylla*), California poppy (*Eschscholzia californica*), tarweed (*Hemizonia sp.*), coast goldfields (*Lasthenia californica*), common tidy-tips (*Layia platyglossa*), lupine (*Lupinus sp.*), wild hyacinth (*Dichelostemma capitatum*), and blue-eyed grass (*Sisyrinchium bellum*).

Within Non-native Grassland, common species include slender oat (*Avena barbata*), wild oat (*Avena fatua*), fox tail chess (*Bromus madritensis*), soft chess (*Bromus hordeaceus*), ripgut grass (*Bromus diandrus*), barley (*Hordeum sp.*), rye grass (*Lolium multiflorum*), English ryegrass (*Lolium perrene*), rat-tail fescue (*Vulpia myuros*), and Mediterranean grass (*Schismus barbatus*). These species are often within landscapes that persist in disturbed areas.

Meadows and Marshes

These vegetation communities are associated with the presence of flowing or standing water. Common species included within these communities include cattails (*Typha sp.*), bulrush (*Scirpus sp.*), sedges (*Carex sp.*), spike rushes (*Eleocharis sp.*), flatsedges (*Cyperus sp.*), smartweed (*Polygonum sp.*), watercress (*Nasturtium sp.*), and yerba mansa (*Anemopsis californica*).

Riparian Scrub, Woodland, and Forest

These vegetation communities are often found within waterways and drainages. These communities often consist of one or more deciduous tree species with a variety of shrubs and herbs in the understory. Common tree species within this community include box elder (*Acer negundo*), big-leaf maple (*Acer macrophyllum*), coast live oak (*Quercus agrifolia*), white alder (*Alnus rhombifolia*), sycamore (*Platanus racemosa*), Fremont's cottonwood (*Populus fremontii*), California walnut (*Juglans californica*), blue elderberry (*Sambucus mexicana*), wild grape (*Vitis girdiana*), giant reed (*Arundo donax*), mulefat (*Baccharis salicifolia*), tamarisk (*Tamarix sp.*), and willows (*Salix sp.*). Within the understory, species such as salt grass (*Distichlis spicata*), wild cucumber (*Marah macrocarpus*), mugwort (*Artemisia douglasiana*), stinging nettle (*Urtica dioica*), and poison oak (*Toxicodendron diversilobum*) may be present.

Water

Open water is typically unvegetated however it may have algae and some floating plant species such as duckweed (*Lemna sp.*), and mosquito fern (*Azolla filiculoides*). Open water included inland depressions, lakes, ponds, reservoirs, stream channels, and other areas commonly present with riparian vegetation communities.

Woodland and Forests

These communities are often dominated by Englemann oak (*Quercus engelmannii*), coast live oak, canyon live oak (*Quercus chrysolepis*), interior live oak (*Quercus wislizeni*), and black oak (*Quercus kelloggii*) in a canopy that is intermittent to continuous. Other tree species that may be present include pinyon (*Pinus sp.*) and California juniper (*Juniperus californica*). The understory can often contain species such as wild blackberry (*Rubus sp.*), snowberry (*Symphoricarpos sp.*), California walnut, California lilac (*Ceanothus sp.*), currant (*Ribes sp.*), toyon (*Heteromeles arbutifolia*), California bay (*Umbellularia californica*), manzanita (*Arctostaphylos sp.*), laurel sumac, poison oak, and herbaceous plants such as miner's lettuce (*Claytonia perfoliata*). These communities often occur along canyon bottoms and stream sides.

Developed/Disturbed

Developed/disturbed areas include forms of human development that have an impact on native communities, in some cases permanent impacts that cause a complete loss or conversion of native communities. Developed areas include buildings (residential and commercial) and other infrastructures, some smaller landscaped areas, roads, and paved areas. Paved parking areas, and driveways are included in the developed category. Retention basins associated with development also included in this category. Many developed and disturbed areas contain non-native species and/or ornamental species.

Areas devoid or mostly devoid of vegetation and containing no buildings or other development were classified as disturbed. The disturbed designation indicates a location that may be actively maintained to be free of vegetation or that has been compacted to such a degree that vegetation is very sparse. Disturbed areas include areas that include dirt roads, off-highway vehicle use, bare soils, concrete, and flood control measures.

Critical Habitat

Essential Fish Habitat

The City does not include any areas of Essential Fish Habitat, which are waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity (ECORP 2024).

California Gnatcatcher Critical Habitat

The USFWS designated critical habitat for the federally threatened coastal California gnatcatcher in 2000 and revised the designated critical habitat in 2007. Critical habitat for the coastal California gnatcatcher exists within Riverside County and south and southeast of Bundy Canyon in the City (see Figure 5.4-3). Furthermore, critical habitat is located immediately north of the City and just east of Lake Elsinore. Unit 10 exists within both San Bernardino and Riverside Counties. The 2007 revision of the critical habitat reduced the original 199,940 acres designated in 2000 to 27,529 acres. Of the total acres in this unit, 21,776 acres are within the MSHCP plan area.

Riparian Habitats and Sensitive Natural Communities

Sensitive habitat types exist throughout the City. These are considered sensitive by resource agencies such as USFWS and CDFW due to their scarcity or ability to support state or federally endangered or threatened species of plants and wildlife. A CNDDB search was conducted and recorded the following five sensitive natural vegetation communities within or near the City (see Figure 5.4-4a through Figure 5.4-4o[3]).

- **Southern Coast Live Oak Riparian Forest** / *Quercus agrifolia* Forest & Woodland Alliance ranges from open to dense and is dominated by coast live oak. It is located in outer floodplains and along streams. Vegetation tends to be herbaceous with little to no understory. Common plants include mugwort (*Artemisia douglasiana*), California wild rose (*Rosa californica*), Mexican elderberry (*Sambucus mexicana*), and poison oak (*Toxicodendron diversilobum*).

- **Southern Cottonwood Willow Riparian Forest** / *Populus fremontii–Fraxinus velutina–Salix gooddingii* Forest & Woodland Alliance consists of tall, open, deciduous riparian forest species with Fremont cottonwood (*Populus fremontii*), western sycamore, and willows (*Salix spp.*) as the dominant tree species. Commonly occurs near perennial drainages such as canyon bottoms and along streams.

- **Southern Interior Basalt Flow Vernal Pool** This group consists of wet meadows throughout southern California that form concentric rings around shallow ephemeral pools. These pools fill and dry out seasonally or semi-annually. Plant species common to this group include Jepson's button celery (*Eryngium aristulatum*), southern tarplant (*Centromadia parryi ssp. australis*), Coulter goldfields (*Lasthenia glabrata ssp. coulteri*), spreading navarretia (*Navarretia fossalis*), California Orcutt grass (*Orcuttia californica*), San Diego mesa mint (*Pogogyne abramsii*), Otay mesa mint (*Pogogyne nudiuscula*), and San Jacinto bluecurls (*Trichostema austromontanum*).

[3] It is important to note that the vegetation communities and land cover types shown on Figure 5.4-4a through Figure 5.4-4o were mapped by Western Riverside County Regional Conservation Authority and may not include these five sensitive natural vegetation communities that were identified in the California Natural Diversity Database.

- **Southern Sycamore Alder Riparian Woodland** / *Platanus racemosa–Quercus agrifolia* Woodland Alliance consists of trees less than 35 meters tall with an intermittent or open canopy. The shrub layer is also open to intermittent while the herbaceous layer is sparse or grassy. Western sycamore makes up about 30 percent of the tree canopy; coast live oak, willows, and Fremont cottonwood are co-dominant species. Along riparian areas, coast live oak is the dominant cover with willows and poison oak.

- **Valley Needlegrass Grassland** / *Nassella spp.–Melica spp.* Herbaceous Alliance consists of herbs that are less than one meter in height and that provide open to continuous coverage. Dominant species include California melic (*Melica californica*), Torrey's melic grass (*Melica torreyana*), nodding needlegrass (*Nassella cernua*), small flowered needlegrass (*Nassella lepida*), and purple needlegrass (*Nassella pulchra*). Soils are high in clay, loam, sand, or silt.

Aquatic Resources

Wetlands and waters, as well as vegetation communities associated with these features (*e.g.*, riparian vegetation), may occur throughout the City and are commonly associated with streambeds, drainages, and channels (*i.e.*, Murrieta Creek). Aquatic resources are shown on Figure 5.4-5a through Figure 5.4-5o, *Aquatic Resources*. These features have the potential to provide corridors that encourage the movement of wildlife and provide habitat for sensitive wildlife and plant species. An aquatic resources delineation was not conducted for the proposed project; however, listed below are general descriptions of types of aquatic resources that may be present.

Open Water

Open water communities may include large reservoirs, small ponds, and riverine habitats. General descriptions of these types of open water communities follow.

Reservoirs

Reservoirs are one type of open water feature that are often large natural areas or artificial lakes that provide a source of water. Reservoirs may also serve as recreational sites.

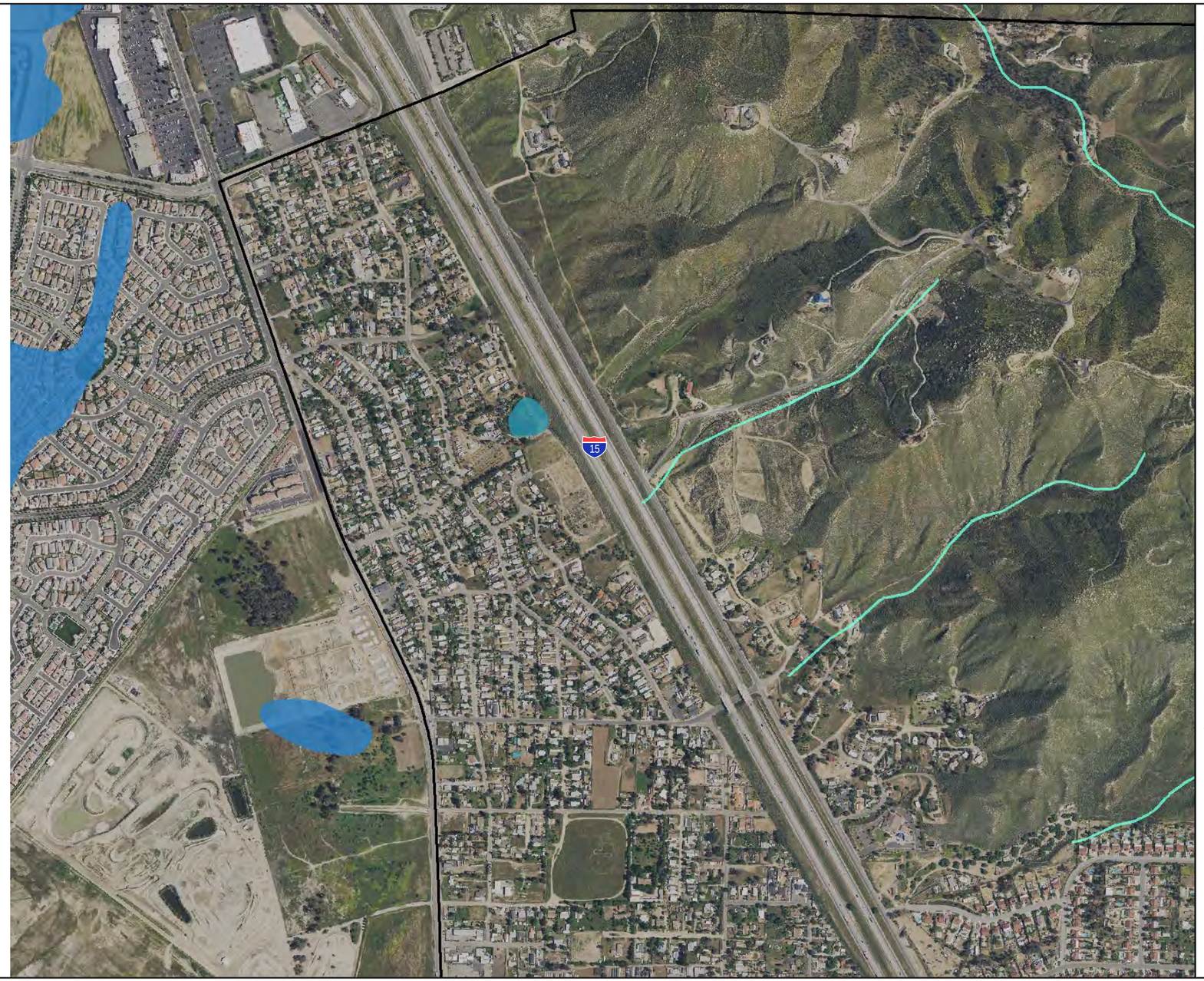
Ponds

Ponds are one type of lacustrine habitat that include areas of shallow open water, although areas of rooted freshwater marsh or floating plants may occur within this habitat. Ponds may be naturally occurring or man-made for stock and other uses.

Drainages

Drainages can include perennial or ephemeral resources such as creeks. These often flow into larger water features such as a river, a watershed, or a reservoir. Man-made canals and irrigation ditches can also fall into this category. Drainages are typically associated with riparian habitat and may support areas of freshwater marsh.

Figure 5.4-5a - Aquatic Resources



Map Features

City of Wildomar Boundary

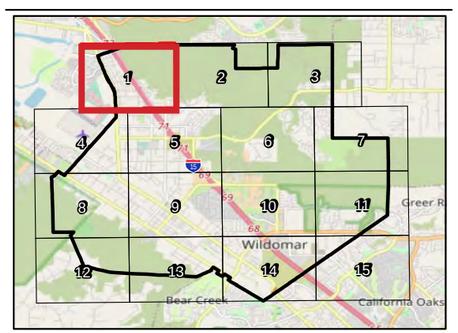
NWI Features

Freshwater Forested/Shrub Wetland

Freshwater Pond

Riverine

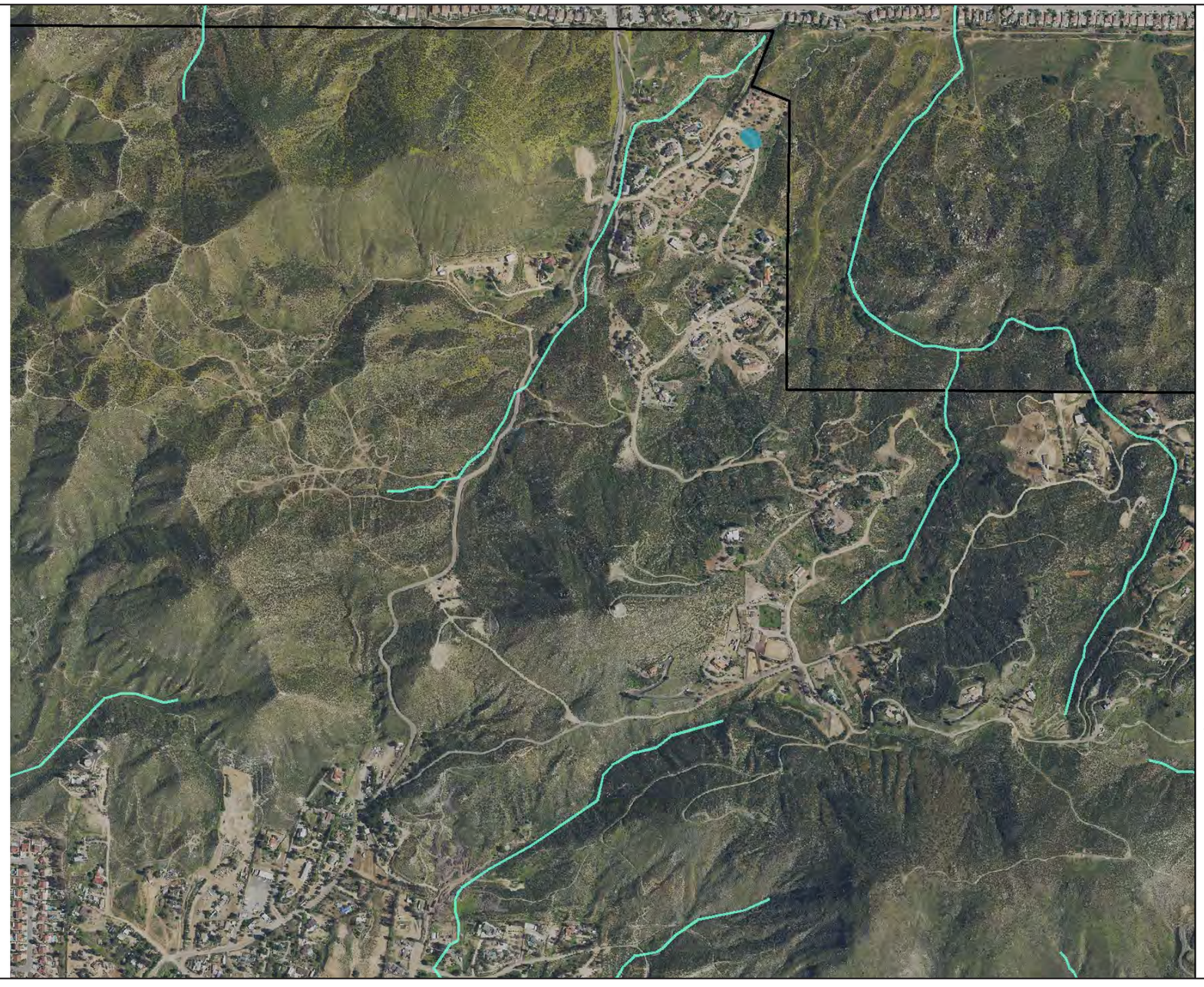
Sources: NAIP (2020), NWI (2020)
Service Layer Credits: (c) OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)



0 850
Scale (Feet)

Source: ECORP Consulting 2023.

Figure 5.4-5b - Aquatic Resources



Map Features

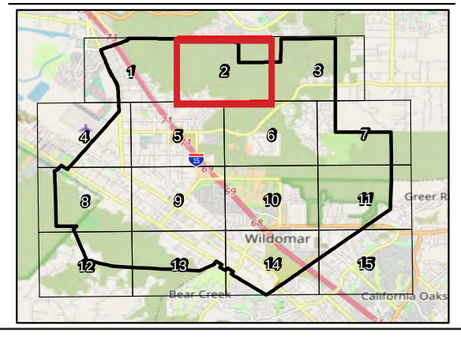
City of Wildomar Boundary

NWI Features

Freshwater Pond

Riverine

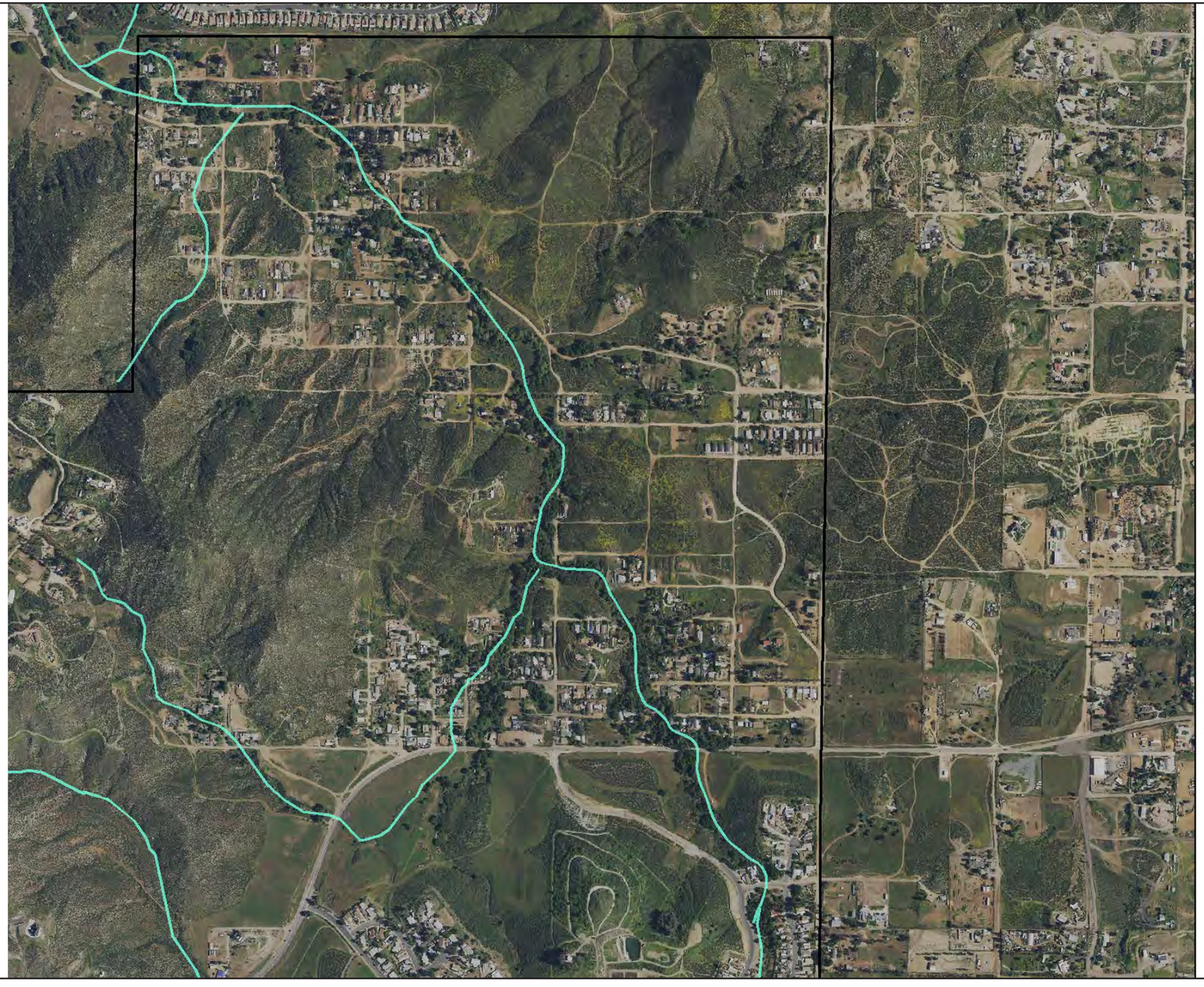
Sources: NAIP (2020), NWI (2020)
Service Layer Credits: (c) OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)



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Scale (Feet)

Source: ECORP Consulting 2023.

Figure 5.4-5c - Aquatic Resources



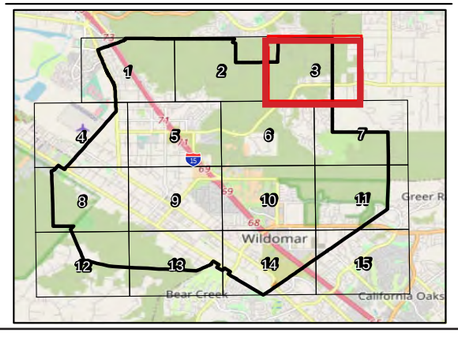
Map Features

City of Wildomar Boundary

NWI Features

Riverine

Sources: NAIP (2020), NWI (2020)
Service Layer Credits: (c) OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)



0 850
Scale (Feet)

Source: ECORP Consulting 2023.

Figure 5.4-5d - Aquatic Resources



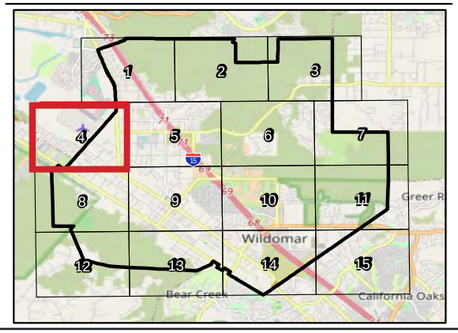
Map Features

City of Wildomar Boundary

NWI Features

Freshwater Forested/Shrub Wetland

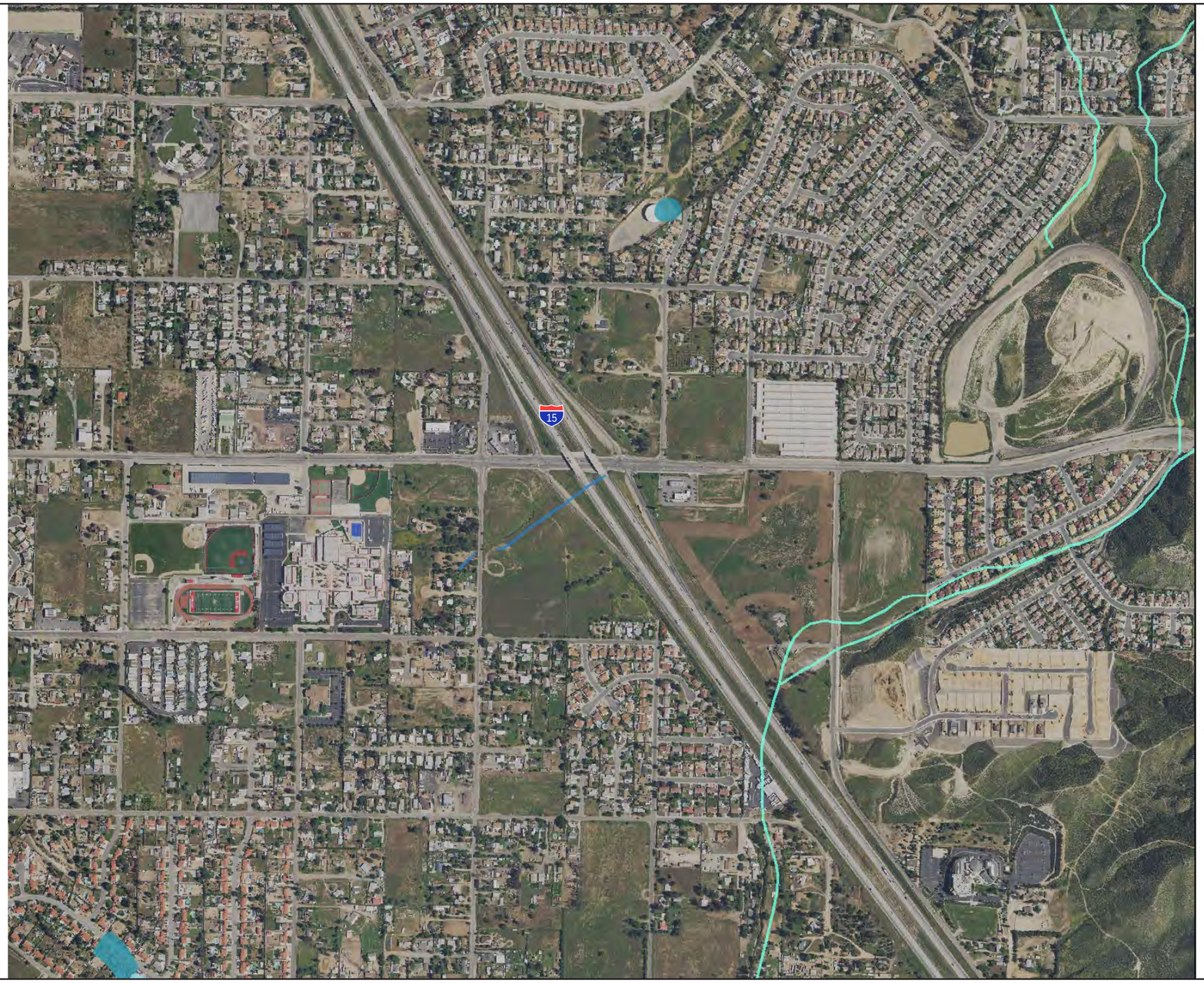
Sources: NAIP (2020), NWI (2020)
Service Layer Credits: (c) OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)



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Scale (Feet)

Source: ECORP Consulting 2023.

Figure 5.4-5e - Aquatic Resources



Map Features

City of Wildomar Boundary

NWI Features

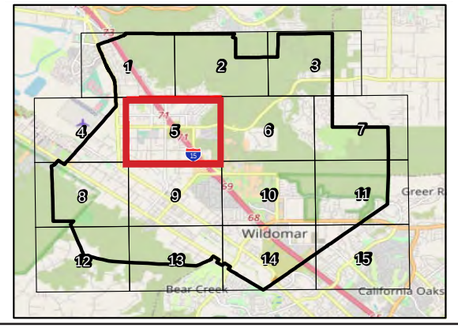
Freshwater Emergent Wetland

Freshwater Forested/Shrub Wetland

Freshwater Pond

Riverine

Sources: NAIP (2020), NWI (2020)
Service Layer Credits: (c) OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)



0 850
Scale (Feet)

Source: ECORP Consulting 2023.

Figure 5.4-5f - Aquatic Resources



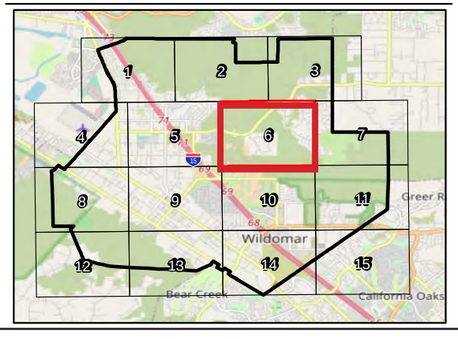
Map Features

City of Wildomar Boundary

NWI Features

Riverine

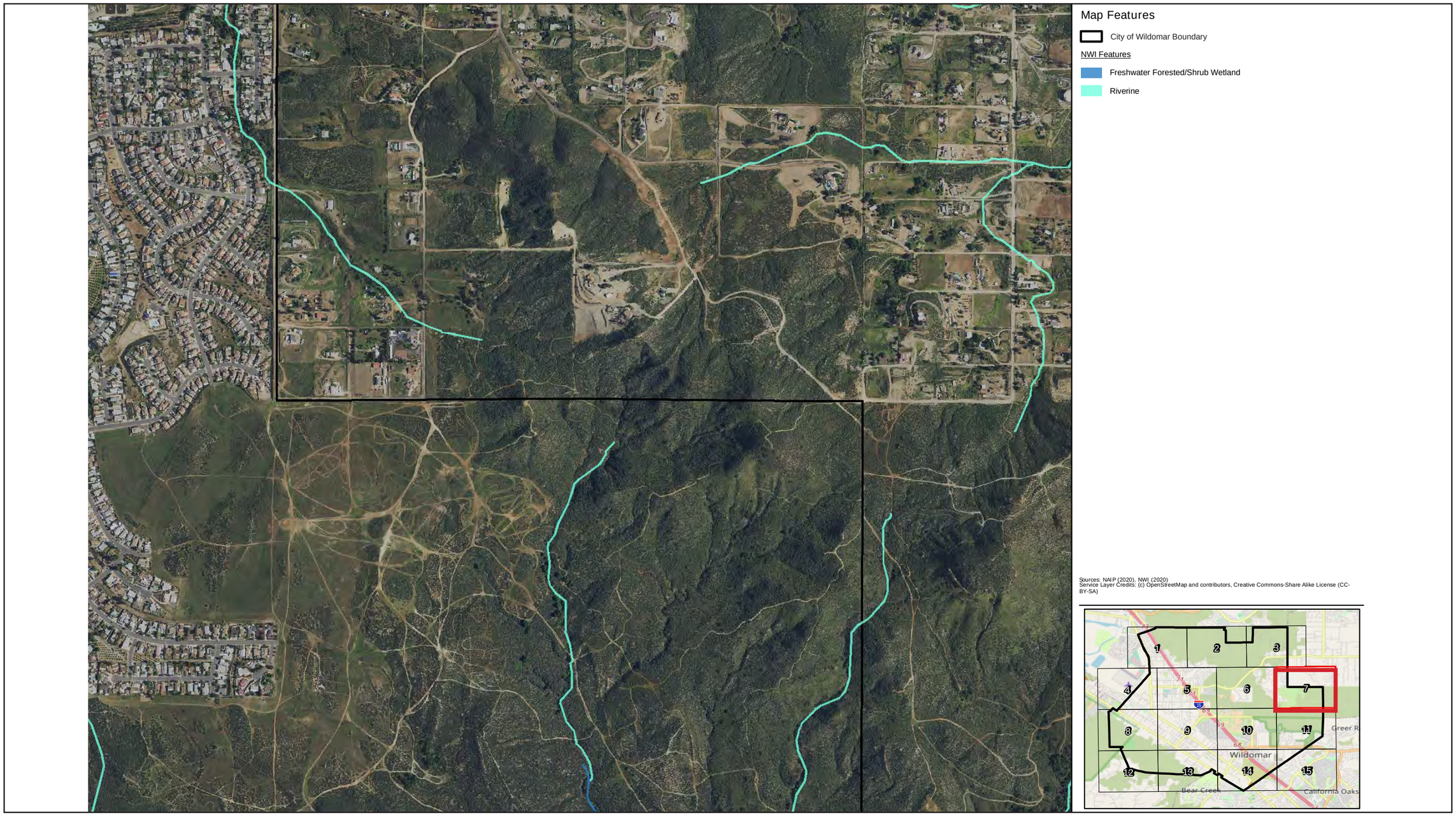
Sources: NAIP (2020), NWI (2020)
Service Layer Credits: (c) OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)



0 850
Scale (Feet)

Source: ECORP Consulting 2023.

Figure 5.4-5g - Aquatic Resources



Source: ECORP Consulting 2023.

Figure 5.4-5h - Aquatic Resources



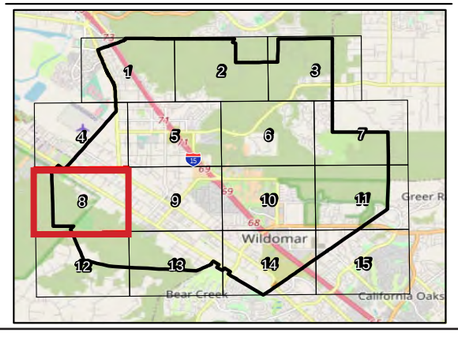
Map Features

City of Wildomar Boundary

NWI Features

Riverine

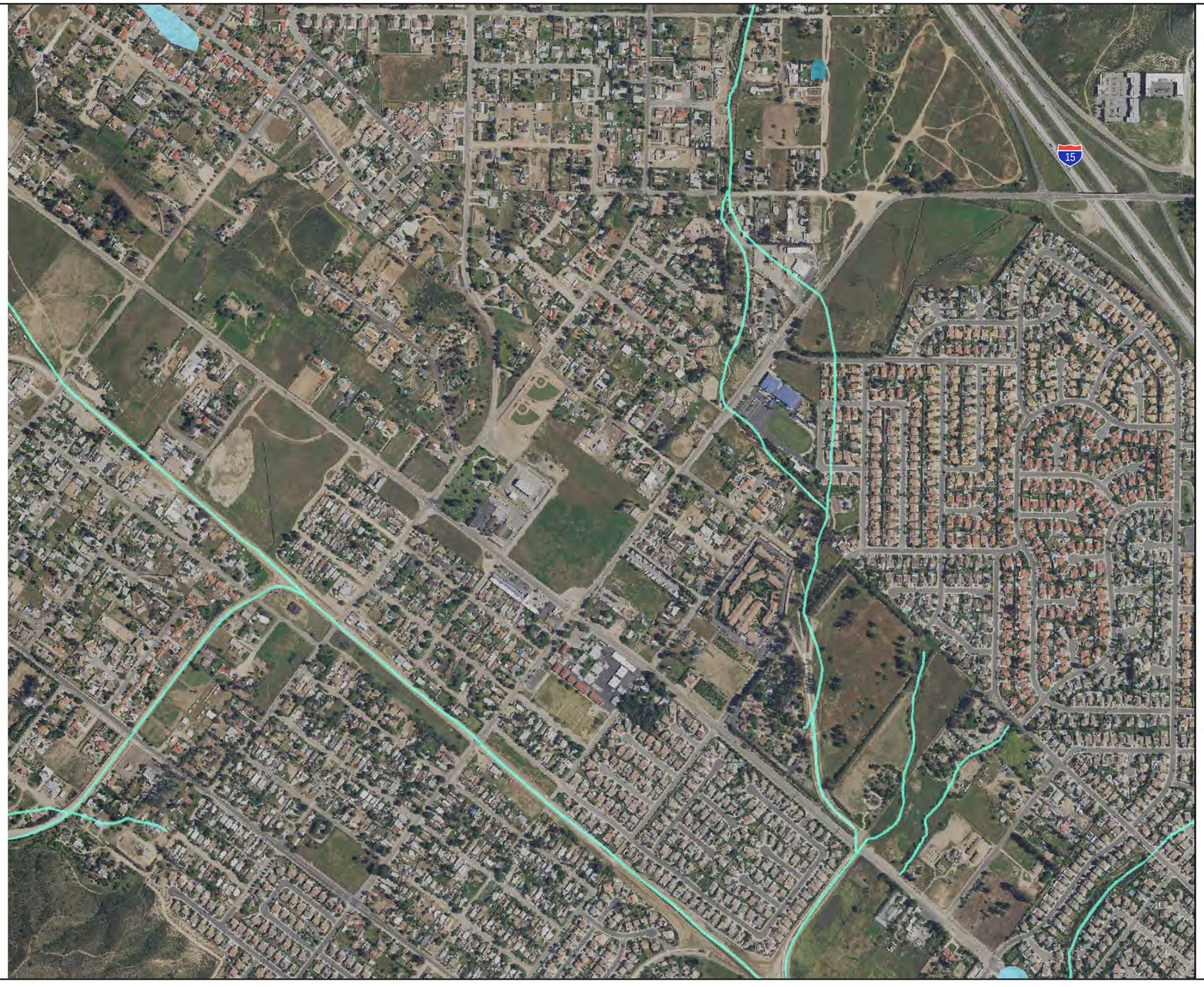
Sources: NAIP (2020), NWI (2020)
Service Layer Credits: (c) OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)



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Scale (Feet)

Source: ECORP Consulting 2023.

Figure 5.4-5i - Aquatic Resources



Map Features

City of Wildomar Boundary

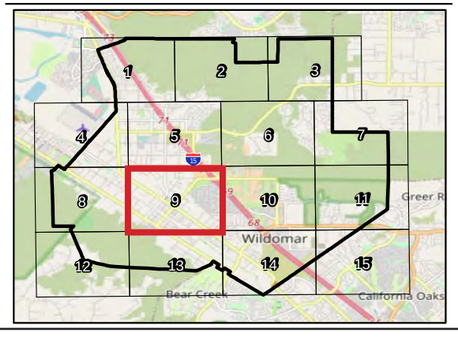
NWI Features

Freshwater Emergent Wetland

Freshwater Pond

Riverine

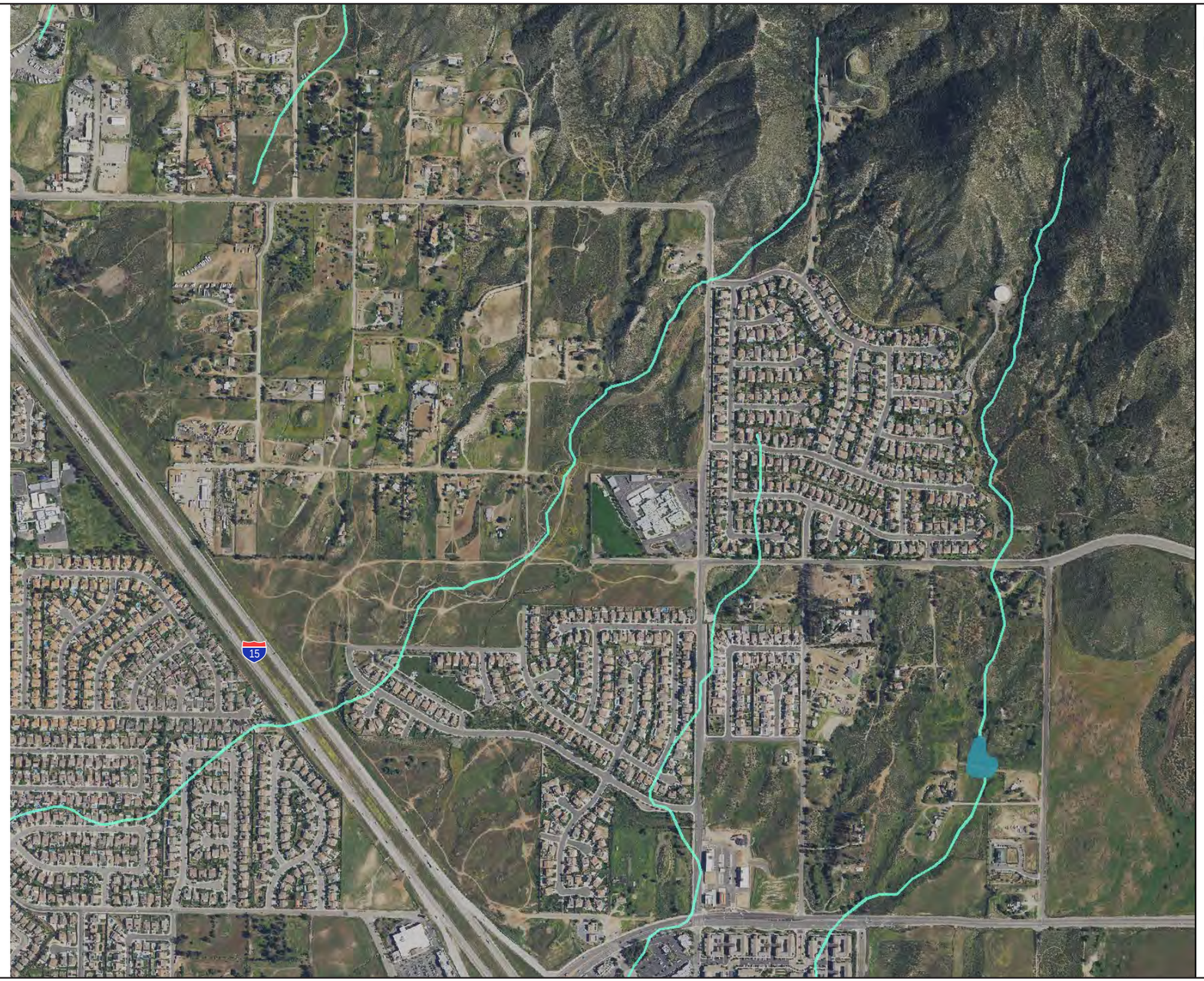
Sources: NAIP (2020), NWI (2020)
Service Layer Credits: (c) OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)



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Scale (Feet)

Source: ECORP Consulting 2023.

Figure 5.4-5j - Aquatic Resources



Map Features

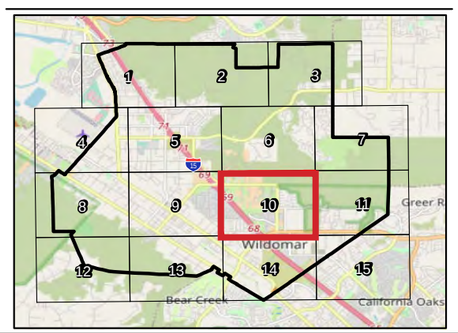
City of Wildomar Boundary

NWI Features

Freshwater Pond

Riverine

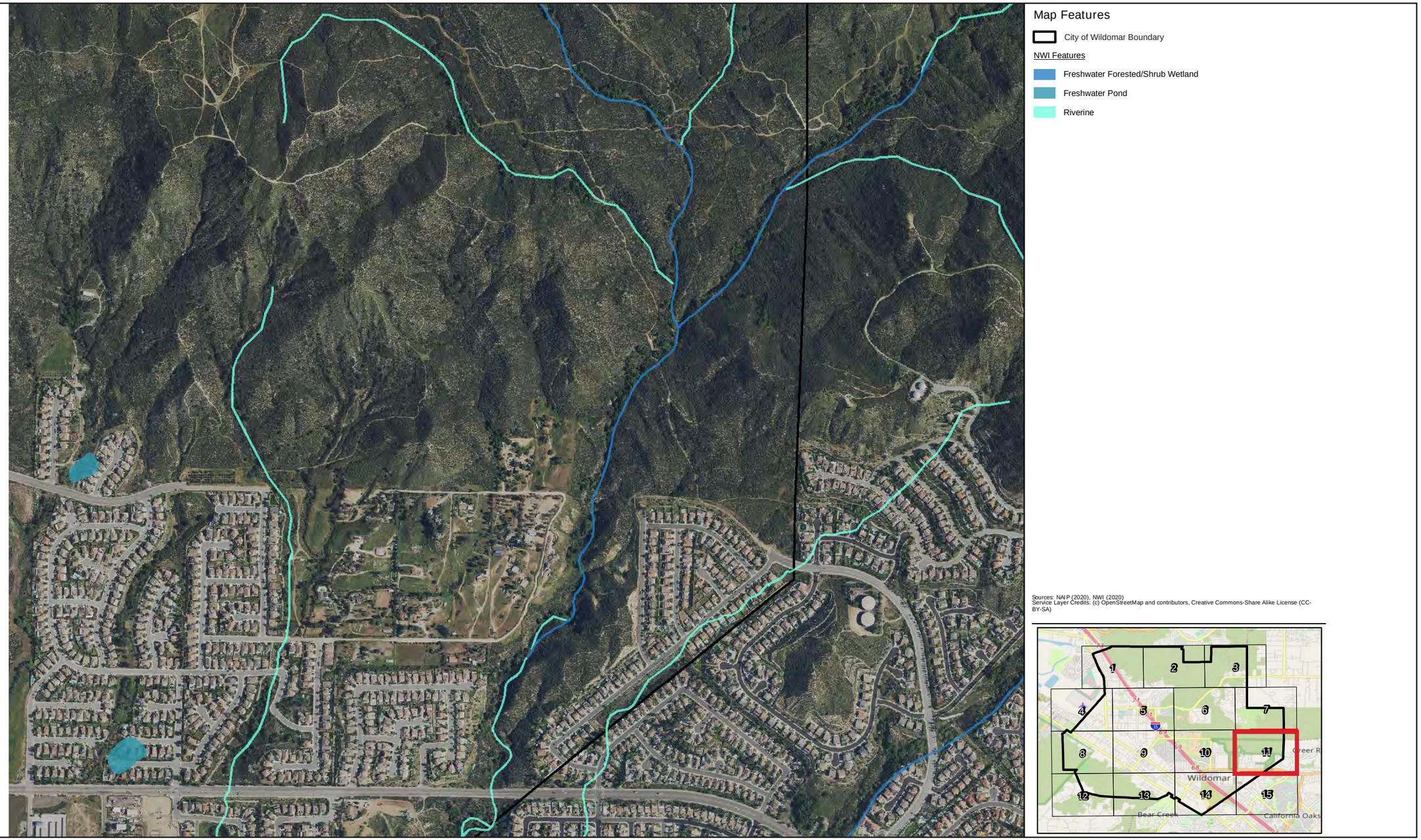
Sources: NAIP (2020), NWI (2020)
Service Layer Credits: (c) OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)



0 850
Scale (Feet)

Source: ECORP Consulting 2023.

Figure 5.4-5k - Aquatic Resources



Source: ECORP Consulting 2023.

Figure 5.4-5l - Aquatic Resources



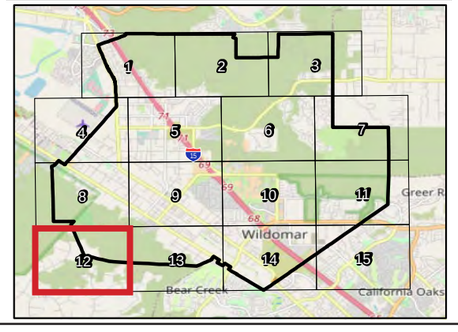
Map Features

City of Wildomar Boundary

NWI Features

Riverine

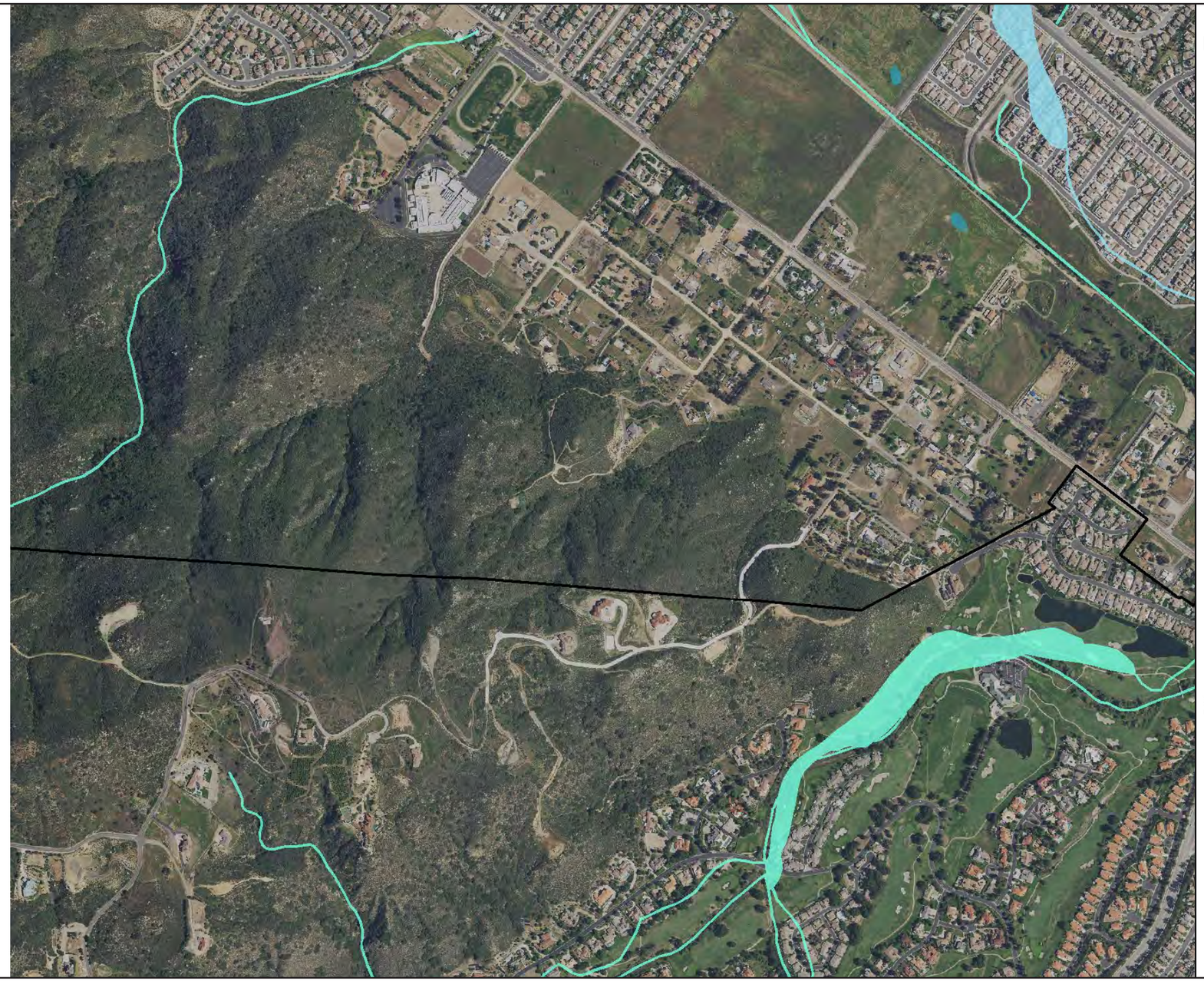
Sources: NAIP (2020), NWI (2020)
Service Layer Credits: (c) OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)



0 850
Scale (Feet)

Source: ECORP Consulting 2023.

Figure 5.4-5m - Aquatic Resources



Map Features

City of Wildomar Boundary

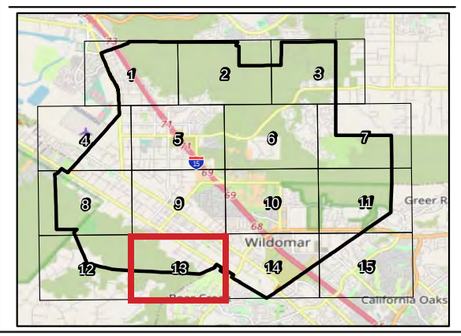
NWI Features

Freshwater Emergent Wetland

Freshwater Pond

Riverine

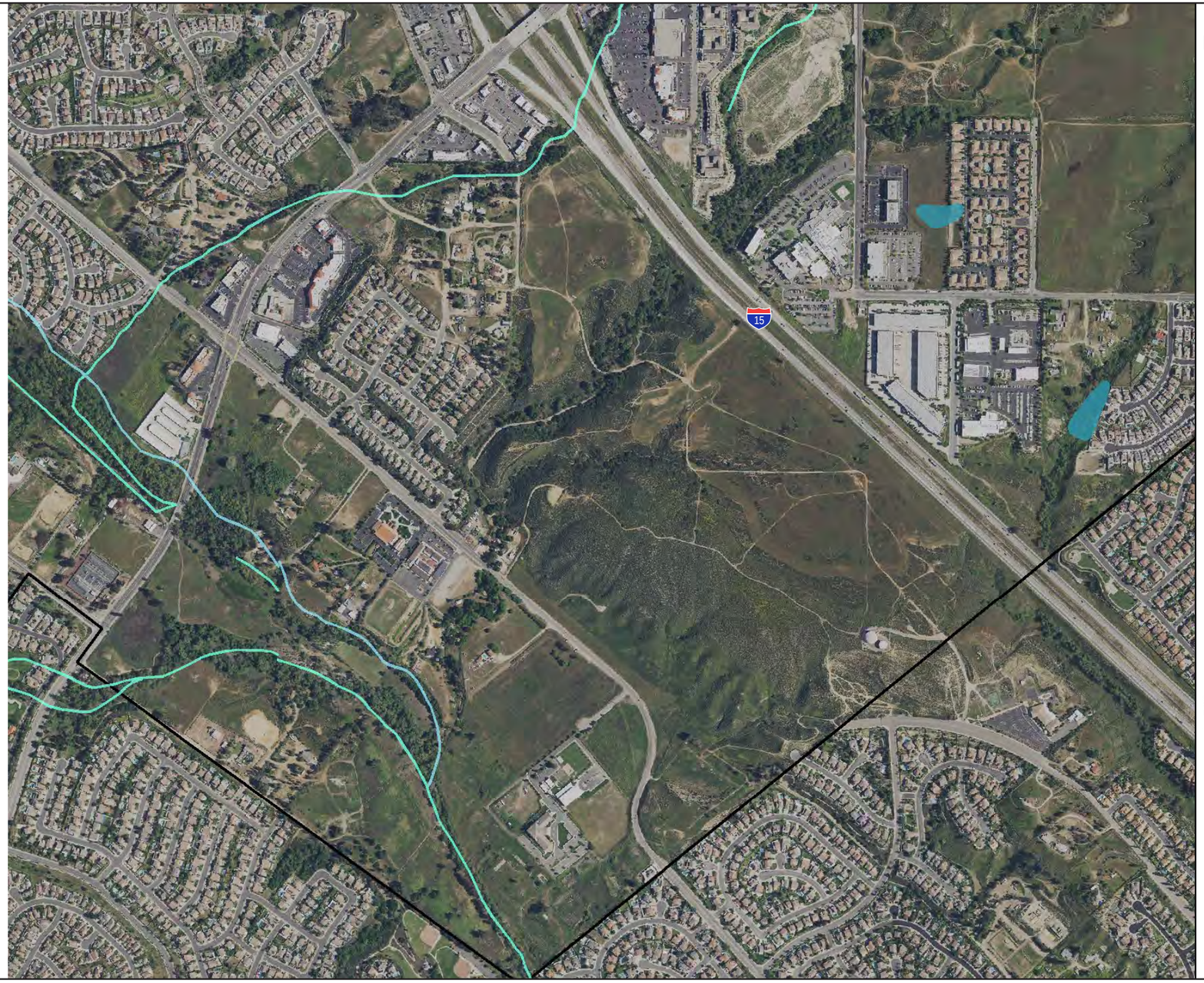
Sources: NAIP (2020), NWI (2020)
Service Layer Credits: (c) OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)



0 850
Scale (Feet)

Source: ECORP Consulting 2023.

Figure 5.4-5n - Aquatic Resources



Map Features

City of Wildomar Boundary

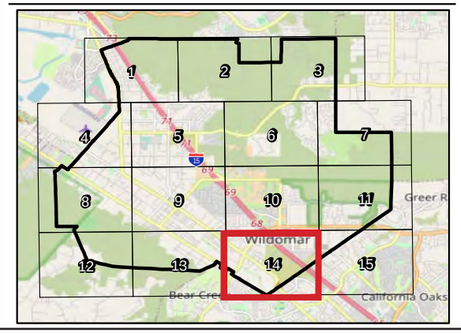
NWI Features

Freshwater Emergent Wetland

Freshwater Pond

Riverine

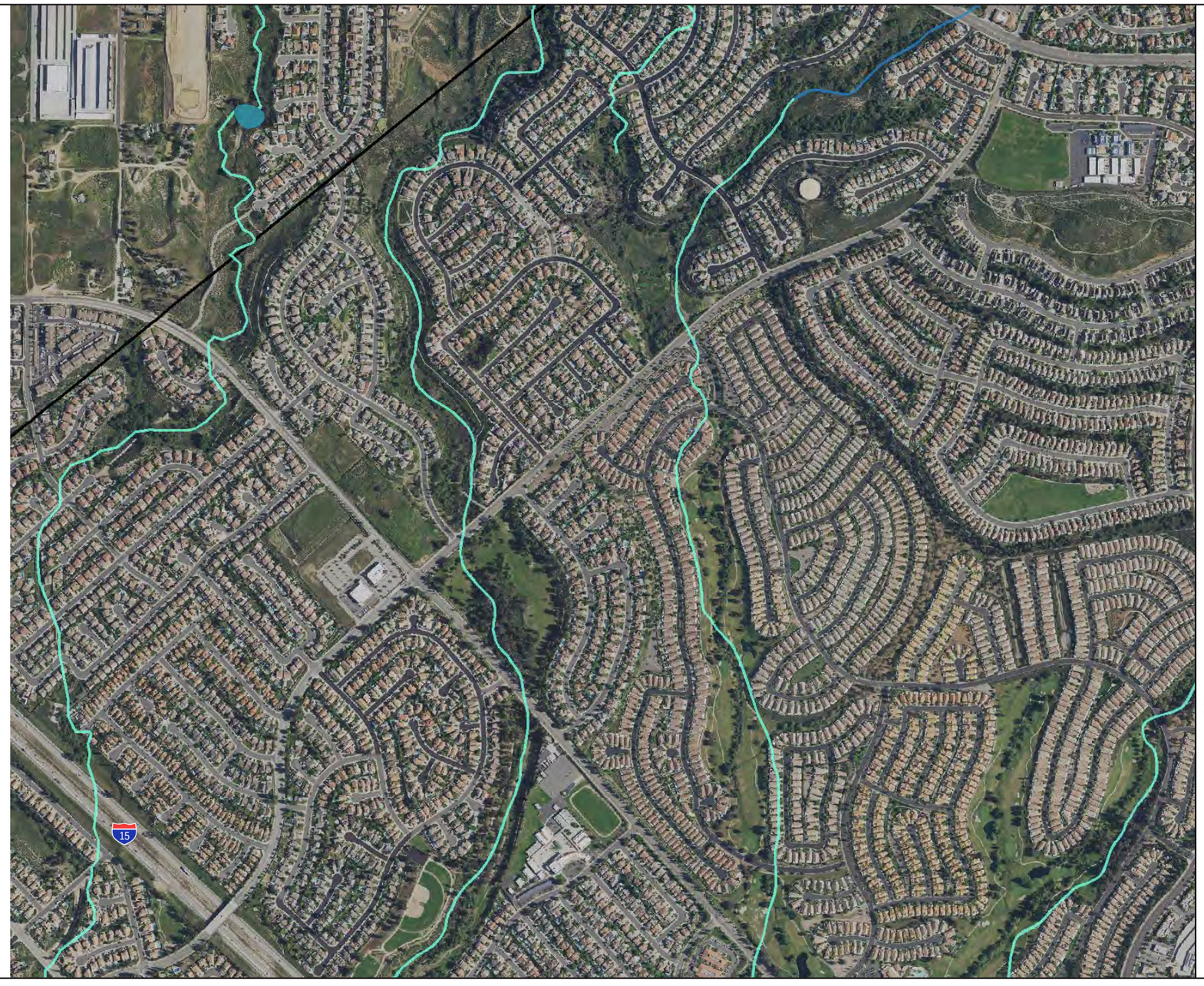
Sources: NAIP (2020), NWI (2020)
Service Layer Credits: (c) OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)



0 850
Scale (Feet)

Source: ECORP Consulting 2023.

Figure 5.4-5o - Aquatic Resources



Map Features

City of Wildomar Boundary

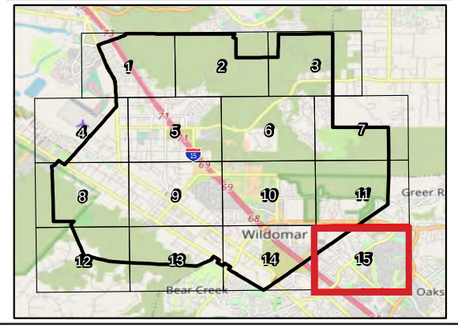
NWI Features

Freshwater Forested/Shrub Wetland

Freshwater Pond

Riverine

Sources: NAIP (2020), NWI (2020)
Service Layer Credits: (c) OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)



0 850
Scale (Feet)

Source: ECORP Consulting 2023.

Wetlands

Wetlands can be subclassified in a variety of ways. The three main categories of wetlands are freshwater marsh, wet meadow, and vernal pool.

Freshwater Marsh

Freshwater marsh often occurs along the margins of drainages and open water habitats. They are nontidal and are often continuously or frequently flooded. They often occur in nutrient-rich soils that are slow draining and often saturated.

Wet Meadow

Wet meadow habitat often occurs at higher elevations in the eastern portion of the City. Dominant species in wet meadows include herbaceous wetland plants, such as sedges, rushes, spike rush, bent grass (*Agrostis spp.*), and oatgrass (*Danthonia spp.*). Shrubs and trees are generally sparse to nonexistent in wet meadows.

Vernal Pool

Vernal pools are seasonal depressional wetlands that are covered by shallow water throughout periods from winter to spring and then often dry completely by the summer and fall. This habitat can range in size from a small puddle to a shallow lake and they are often connected to drainages. Vernal pools are the home to fairy shrimp species (*Branchinecta sp.*), including the endangered Riverside fairy shrimp (*Streptocephalus woottoni*).

Wildlife Movement Corridors

As development continues and habitat fragments, it becomes harder for wildlife to travel between these fragments of their habitat. Wildlife corridors are linear landscape elements that provide areas for wildlife species to move and disperse between two or more habitats. Wildlife corridors contribute to population viability by ensuring continual exchange of genes between populations, providing access to adjacent habitat areas for foraging and mating, and providing routes for recolonization of habitat after local displacement or ecological catastrophes (*e.g.*, fires). Wildlife corridors could be bounded by development or areas unsuitable for wildlife, but could contain enough food, cover, and/or water to facilitate wildlife movement between habitat patches and prevent isolation of populations. Travel routes are landscape features (*i.e.*, ridgelines, drainages, canyons, or riparian areas) that are used by wildlife to gain access to essential resources. Areas adjoining two habitats are also often referred to as habitat linkages.

Wildlife corridors can exist throughout the City. A large expanse of natural habitat within the City exists at the foothills of the Cleveland National Forest. However, due to development within the City, movement from the City into the Cleveland National Forest and vice versa is limited. The City is highly developed, and Interstate 15 (I-15) bisects the City as it runs generally north-south and further limits the success of wildlife dispersal.

An additional movement corridor exists in the form of Murrieta Creek. Creeks and drainages often provide wildlife with ways to move throughout developed landscapes. Additionally, the San Andreas Rift Zone is within and adjacent to the City and provides unique topographical characteristics, microclimates, and habitats that allow for linkage of habitats and can facilitate movement.

The development of the MSCHP included an assessment of core habitat areas and linkages within the MSCHP plan area; these core habitats and linkages provide suitable habitat for Covered Species and allow movement throughout the MSCHP plan area. Areas of core habitat generally consists of blocks of habitat of sufficient size to support the life history requirements of Covered Species or reduce edge effects. Linkages primarily facilitate movement and provide a connection to core habitat. Within the City, criteria cells reference the preservation or contribution to the assembly of Proposed Linkage 8 and Proposed Extension of Existing Core 3. A summary of these as they relate to the City and facilitate wildlife movement is as follows.

- Proposed Linkage 8 consists primarily of upland habitat and is a major component of one of the two main east-west connections between Lake Mathews/Estelle Mountain, Alberhill, and the Cleveland National Forest in the west and French Valley, Johnson Ranch, Diamond Valley Lake, and San Jacinto Mountains in the east. This linkage begins on the west side of the I-15 near Lake Elsinore which is north of the City, and then continues south, parallel to the I-15, through the City until moving east toward Diamond Valley Lake. This linkage provides movement corridors and habitat for sensitive wildlife species such as coastal California gnatcatcher, Quino checkerspot butterfly, and Stephens' kangaroo rat. A total of 5,470 acres are included in this linkage.
- Proposed Extension of Existing Core 3 consists of two blocks of land that extend from the southern border of Lake Elsinore. This Extension occurs in the northeastern portion of the City. This Extension converses soils of the Traver series and therefore protects habitat for Narrow Endemic Plants including Munz's onion, San Diego ambrosia, and smooth tarplant. Sensitive wildlife species are also associated with this Extension and include Riverside fairy shrimp, Quino checkerspot buttery, western pond turtle, and shorebirds. A total of 1,290 acres are included in this Extension.

The City likely provides wildlife movement opportunities because it consists of open land and preserved areas. Although the City's value as a corridor is lessened by the high amount of development, it still offers ways for wildlife to move through the landscape. Lastly, bird rookeries, bat maternity roost sites, and other nursery sites have the potential to exist within the City. Figure 5.4-3, shows the locations of conserved lands in and around the City that may provide opportunities for wildlife movement, but are not the only areas in which wildlife movement can occur.

Special-Status Plants

Special-status plant species include those classified as endangered or threatened, proposed or candidate species for listing by the USFWS or CDFW, monitored by CNPS, and considered to be those in greatest need of conservation.

A total of 36 special-status plant species were identified through the database searches. An additional 4 were recognized in the City's Criteria Area Species Survey Areas. Results of the CNDDB, iPaC, and CNPS database searches are included as Appendix D of Appendix 5.4-1. Table 5.4-1, *Special-Status Plant Species Identified in the Literature Review,* summarizes the special-status plant species, associated habitats, designated critical habitat within the City, blooming period and elevation, and occurrence information.

No critical habitat for plant species exists within the City. Table 5.4-1 lists all the special-status plant species that have been documented to occur within the City or may be potentially affected by activities in the City, as identified in the literature review.

Table 5.4-1 Special-Status Plant Species Identified in the Literature Review

Scientific Name/Common Name	Federal/State/CRPR/USFS Status	Habitats	Blooming Period	Elevation Range (ft)
Abronia villosa var. aurita/chaparral sand-verbena	None/None/1B.1/S/None	Occurs in chaparral, coastal dune, and desert dunes.	(Jan) Mar–Sep	245–5,250
Allium marvinii/Yucaipa onion	None/None/1B.1/S/None	Occurs in chaparral and generally in clay soils and openings.	Apr–May	2,495–3,495
Allium munzii/Munz's onion	END/THR/1B.1/None/Covered	Occurs in chaparral, cismontane woodland, coastal scrub, pinyon and juniper woodland, and valley and foothill grasslands.	Mar–May	975–3,510
Almutaster pauciflorus/Alkali marsh aster	None/None/2B.2/None/Not Covered	Occurs in meadows and seeps.	Jun–Oct	785–2,625
Ambrosia pumila/San Diego ambrosia	END/None/1B.1/None/Covered	Occurs in chaparral, coastal scrub, valley and foothill grassland, and vernal pools.	Apr–Oct	65–1,360
Arctostaphylos rainbowensis/Rainbow manzanita	None/None/1B.1/S/Covered	Occurs in chaparral.	Dec–Mar	675–2,200
Atriplex 5.4-54ditha5.4-54e var. notatior/San Jacinto Valley crownscale	END/None/1B.1/None/Covered	Occurs in playas, valley and foothill grassland, and vernal pools.	Apr–Aug	455– 1,640
Atriplex parishii/Parish's brittlescale	None/None/1B.1/None/Covered	Occurs in chenopod scrub, playas, and vernal pools.	Jun–Oct	80–6,235
Ayenia compacta/California ayenia	None/None/2B.3/None/Not Covered	Occurs in Mojavean and Sonoran desert scrub.	Mar–Apr	490–3,595
Brodiaea filifolia/Thread-leaved brodiaea	THR/END/1B.1/None/Covered	Occurs in chaparral, cismontane woodland, coastal scrub, playas, valley and foothill grasslands, and vernal pools. Often found in clay soils.	Mar–Jun	80–3,675
Brodiaea santarosae/Santa Rosa Basalt brodiaea	None/None/1B.2/S/Not Covered	Occurs in valley and foothill grassland.	May–Jun	1,855–3,430
Calochortus weedii var. intermedius/Intermediate mariposa-lily	None/None/1B.2/S/Covered	Occurs in chaparral, coastal scrub, and valley and foothill grassland.	May–Jul	345–2,805
Centromadia pungens ssp. *Laevis*/Smooth tarplant	None/None/1B.1/None/Covered	Occurs in chenopod scrub, meadows and seeps, playas, riparian woodland, and valley and foothill grassland.	Apr–Sep	0–2,100

Table 5.4-1 Special-Status Plant Species Identified in the Literature Review

Scientific Name/Common Name	Federal/State/CRPR/USFS Status	Habitats	Blooming Period	Elevation Range (ft)
Chorizanthe parryi var. parryi/Parry's spineflower	None/None/1B.1/S/Covered	Occurs in chaparral, cismontane woodland, coastal scrub, and valley and foothill grassland.	Apr–Jun	900–4,005
Chorizanthe polygonoides var. *longispina*/Long-spined spineflower	None/None/1B.2/None/Covered	Occurs in chaparral, coastal scrub, meadows and seeps, valley and foothill grassland, and vernal pools.	Apr–Jul	100–5,020
Clinopodium chandleri/San Miguel savory	None/None/1B.2/S/Covered	Occurs in chaparral, cismontane woodland, coastal scrub, riparian woodland, and valley and foothill grassland.	Mar–Jul	395–3,525
Dodecahema leptoceras/Slender-horned spineflower	END/END/1B.1/None/Not Covered	Occurs in chaparral, cismontane woodland, and coastal scrub (alluvial fans).	Apr–Jun	655–2,495
Dudleya multicaulis/Many-stemmed dudleya	None/None/1B.2/S/Covered	Occurs in chaparral, coastal scrub, and valley and foothill grassland.	Apr–Jul	50–2,590
Eryngium aristulatum var. *parishii*/San Diego button-celery	END/END/1B.1/None/Covered	Occurs in coastal scrub, valley and foothill grassland, and vernal pools.	Apr–Jun	65–2,035
Geothallus tuberosus/Campbell's liverwort	None/None/1B.1/None/Not Covered	Occurs in coastal scrub and vernal pools.	–	35 1,970
Harpagonella palmeri/Palmer's grapplinghook	None/None/4.2/None/Covered	Occurs in chaparral, coastal scrub, and valley and foothill grassland.	Mar–May	65–3,135
Hesperocyparis forbesii/Tecate cypress	None/None/1B.1/S/Not Covered	Occurs in closed-cone coniferous forest and chaparral.	–	360–4,920
Juncus luciensis/Santa Lucia dwarf rush	None/None/1B.2/S/Not Covered	Occurs in chaparral, Great Basin scrub, lower montane coniferous forest, meadows and seeps, and vernal pools.	Apr–Jul	985–6,695
Lasthenia glabrata ssp. Coulteri/Coulter's goldfields	None/None/1B.1/None/Covered	Occurs in marshes and swamps, playas, and vernal pools.	Feb–Jun	5–4,005
Lilium parryi/Lemon lily	None/None/1B.2/S/Covered	Occurs in lower and upper montane coniferous forest, meadows and seeps, and riparian forest.	Jul–Aug	4,005–9,005
Limnanthes alba ssp. Parishii/Parish's meadowfoam	None/END/1B.2/S/Covered	Occurs in lower montane coniferous forest, meadows and seeps, and vernal pools.	Apr–Jun	1,970–6,560
Monardella hypoleuca ssp. Intermedia/Intermediate monardella	None/None/1B.3/None/Not Covered	Occurs in chaparral, cismontane woodland, and lower montane coniferous forest.	Apr–Sep	1,310–4,100

Table 5.4-1 Special-Status Plant Species Identified in the Literature Review

Scientific Name/Common Name	Federal/State/CRPR/USFS Status	Habitats	Blooming Period	Elevation Range (ft)
Myosurus minimus ssp. Apus/Little mousetail	None/None/3.1/None/Covered	Occurs in valley and foothill grassland and vernal pools.	Mar–Jun	65–2,100
Navarretia fossalis/Spreading navarretia	THR/None/1B.1/None/Covered	Occurs in chenopod scrub, marshes and swamps, playas, and vernal pools.	Apr–Jun	100–2,150
Navarretia prostrata/Prostrate vernal pool navarretia	None/None/1B.2/None/Covered	Occurs in coastal scrub, meadows and seeps, valley and foothill grassland, and vernal pools.	Apr–Jul	10–3,970
Orcuttia californica/California Orcutt grass	END/END/1B.1/None/Covered	Occurs in vernal pools.	Apr–Aug	50–2,165
Pseudognaphalium leucocephalum/White rabbit-tobacco	None/None/2B.2/None/Not Covered	Occurs in chaparral, cismontane woodland, coastal scrub, and riparian woodland.	(Jul) Aug–Nov (Dec)	0–6,890
Scutellaria bolanderi ssp. *Austromontana*/Southern mountains skullcap	None/None/1B.2/S/Not Covered	Occurs in chaparral, cismontane woodland, and lower montane coniferous forest.	Jun–Aug	1,395–6,560
Sibaropsis hammittii/Hammitt's clay-cress	None/None/1B.2/S/Covered	Occurs in chaparral openings and valley and foothill grasslands.	Mar–Apr	2,360–3,495
Sphaerocarpos drewiae/Bottle liverwort	None/None/1B.1/None/Not Covered	Occurs in chaparral and coastal scrub.	–	295–1,970
Symphyotrichum defoliatum/San Bernardino aster	None/None/1B.2/S/Not Covered	Occurs in cismontane woodland, coastal scrub, lower montane coniferous forest, meadows and seeps, marshes and swamps, and valley and foothills grasslands.	Jul–Nov	5–6,695

ECORP 2024 (Appendix 5.4-1)

FED: Federal Classifications
END: Taxa listed as endangered
THR: Taxa listed as threatened
CAN: Candidate for threatened or endangered status
None: No listing under the Federal Endangered Species Act
CNPS: California Native Plant Society Classifications
1A – Plants Presumed Extirpated in California and Either Rare or Extinct Elsewhere
1B – Plants Rare, Threatened, or Endangered in California and Elsewhere
2A – Plants Presumed Extirpated in California, But Common Elsewhere
2B – Plants Rare, Threatened, or Endangered in California, But More Common Elsewhere
3 – Plants about which more information is needed; a review list
4 – Plants of limited distribution; a watch list
United States Forest Service (USFS)
S – Listed as sensitive under the USFS
None – No listing under the USFS

STATE: State Classifications
END: Listed as endangered under the California Endangered Species Act
THR: Listed as threatened under the California Endangered Species Act
FP: Fully protected under the California Fish and Game Code
CT: Candidate for threatened listing
SSC: Species of Special Concern in California
None: No listing under the California Endangered Species Act
CRPR List –
1 – Seriously threatened in California (over 80 percent of occurrences threatened / high degree and immediacy of threat)
2 – Moderately threatened in California (20 to 80 percent occurrences threatened / moderate degree and immediacy of threat)
3 – Not very threatened in California (less than 20 percent of occurrences threatened/low degree and immediacy of threat or no current threats known)
Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)
Covered Covered Species
Not Covered Not covered species

Special-Status Wildlife

Special-status wildlife species include those classified as endangered or threatened, proposed or candidate species for listing by the USFWS or CDFW, USFS Sensitive, or considered a CDFW fully protected species or SSC.

A total of 42 special-status wildlife species known to occur in the vicinity of the City were identified through the database review. Table 5.4-2, *Special Status Wildlife Species Identified in the Literature Review,* summarizes the special-status wildlife, associated habitats, and any designated critical habitat within the City.

Within the City, critical habitat for coastal California gnatcatcher exists (see Figure 5.4-2). Wildlife species listed or proposed for listing under FESA or CESA are discussed in more detail in Table 5.4-2.

Table 5.4-2 lists all the special-status wildlife species that have been documented to occur within the City or may be potentially affected by activities in the City, as identified in the literature review.

Table 5.4-2 Special-Status Wildlife Species Identified in the Literature Review

Scientific Name/Common Name	Federal/State/USFS/MSHCP Status	Habitats
INVERTEBRATES		
Bombus crotchii/Crotch bumble bee	None/CAN/None/Not Covered	Found in coastal California east to the Sierra-Cascade crest and south into Mexico. Occurs in open grassland and scrub habitats. Prefers a diet consisting of certain plant species including milkweeds, dusty maidens, lupines, medics, phacelias, sages, clarkias, poppies, and wild buckwheats. Nests are often located underground in abandoned rodent nests or above ground in tufts of grass, old bird nests, rock piles, or cavities in dead trees.
Branchinecta lynchi/Vernal pool fairy shrimp	THR/None/None/Not Covered	Occurs in vernal pools and ephemeral wetlands. Typically occurs in small and shallow pools with mud or grassy bottoms.
Branchinecta sandiegoensis/San Diego fairy shrimp	END/None/None/Not Covered	Occurs in vernal pools and non-vegetated ephemeral basins.
Danaus plexippus plexippus pop. 1/Monarch butterfly	CAN/None/S/Not Covered	Roosts in wind-protected tree groves (coastal California conifer and eucalyptus species) from Northern Mendocino to Baja California. Milkweed is essential for the larvae of this species.
Euphydryas 5.4-57ditha quino/Quino checkerspot butterfly	END/None/None/Covered	Occurs in chaparral and coastal sage scrublands, containing the proper host plant and abundant nectar resources. Primary host plants include dwarf plantain (*Plantago erecta*), white snapdragon (*Anterrhinum coulterianum*), woolly plantain (*Plantago patagonica*), and Chinese houses (*Collinsia concolor*)
Linderiella santarosae/Santa Rosa Plateau fairy shrimp	None/None/None/Covered	Occurs in cool-water vernal pools that are formed from Southern Basalt Flows.
Streptocephalus woottoni/Riverside fairy shrimp	END/None/None/Covered	Occurs in vernal pools, tectonic swales, and earth slump basins in Riverside County.
FISH		
Gila orcuttii/Arroyo chub	None/SSC/S/ Covered	Occurs in creeks, streams, and rivers with areas of slow-moving water with sand or mud bottoms. Ranges from San Diego to San Luis Obispo county.
AMPHIBIANS		
Rana aurora draytonii/California red-legged frog	THR/SSC/None/ Covered	Occurs near water features such as ponds or streams in humid forests, grasslands, coastal scrub, and woodlands.

Table 5.4-2 Special-Status Wildlife Species Identified in the Literature Review

Scientific Name/Common Name	Federal/State/USFS/MSHCP Status	Habitats
Anaxyrus californicus/Arroyo toad	END/SSC/None/ Covered	Occurs along the sandy banks of rivers, arroyos, and streams with shallow sandy pools. Also found in riparian woodlands or uplands adjacent to arroyos.
Spea hammondii/Western spadefoot	None/SSC/None/ Covered	Occurs in open areas with sandy soils in a wide range of habitats including lowlands to foothills, coastal sage scrub, chaparral, mixed woodlands, alluvial fans, and grasslands.
Taricha torosa/Coast Range newt	None/SSC/None/ Covered	Occurs in wet forests, oak forests, chaparral, and rolling grasslands. In southern California, it will occur in drier chaparral, oak woodland, and grasslands. Eggs are laid or attached by the female to submerged vegetation, logs, or rocks.
REPTILES		
Anniella stebbinsi/Southern California legless lizard	None/SSC/S/Not Covered	Occurs in coastal sand dunes, scrubs, chaparral, and a variety of interior habitats, including sandy washes and alluvial fans.
Aspidoscelis hyperythra/Orange-throated whiptail	None/None/S/ Covered	Occurs in semi-arid open areas with coarse soils including coastal sage scrub, chaparral, and dry riparian areas and washes.
Arizona elegans occidentalis/California glossy snake	None/SSC/None/Not Covered	Occurs in arid scrub, rocky washes, grasslands, chaparral. Typically in open areas and areas with loose soil for burrowing.
Aspidoscelis tigris stejnegeri/Coastal whiptail	None/SSC/None/Covered	Occurs in arid habitats including chaparral, woodlands, and dry riparian areas.
Crotalus ruber/Red-diamond rattlesnake	None/SSC/S/Covered	Occurs in coastal chaparral, arid scrub, rocky grassland, oak and pine woodlands, desert mountain slopes, and rocky desert flats.
Thamnophis hammondii/Two-striped garter snake	None/SSC/S/Not Covered	Occurs along aquatic habitats such as creeks and pools with rocky areas in chaparral, brushland, oak woodlands, and conifer forests. Requires water for foraging.
Emys marmorata/Western pond turtle	None/SSC/S/ Covered	Occurs in ponds, lakes, rivers, streams, creeks, marshes, and irrigation ditches with abundant vegetation. Also occurs in either rocky or muddy bottoms of these aquatic environments. Can also occur in woodland, forest, and grassland habitats.
Phrynosoma blainvillii/Blainsville's horned lizard	None/SSC/None/Covered	Occurs in open areas of valleys, foothills, and semiarid mountains with sandy soil and low vegetation including chaparral, woodlands, and grasslands.
Salvadora hexalepsis virgultea/Coast patch-nosed snake	None/SSC/None/Not Covered	Occurs in open arid and semi-arid areas such as deserts, brushland, grassland, and in scrub along canyons, rocky hillsides, sandy plains.
BIRDS		
Accipiter cooperii/Cooper's hawk	None/None/None/Covered	Occurs within forests and woodlands. Also occurs in neighborhoods and parks. Nests are typically built in pines, oaks, Douglas-fir, birches, spruces, and other taller trees that occur on flat ground and in dense woods.
Artemisiospiza belli belli/Bell's sparrow	None/None/None/Covered	Breeding occurs in coastal sagebrush, chaparral, and open, scrubby habitats. Within chaparral, they are often found in young, less dense stands. Nesting occurs within shrubs, bunchgrasses and occasionally California sagebrush, brittlebush, white sage, black sage, California buckwheat, bush mallow, chamise, cholla, and willow. During winter they will utilize saltbush-dominated desert scrub and creosote.

Table 5.4-2 Special-Status Wildlife Species Identified in the Literature Review

Scientific Name/Common Name	Federal/State/USFS/MSHCP Status	Habitats
Aimophila ruficeps canescens /Southern California rufous-crowned sparrow	None/None/None/Covered	Occurs on dry, open hillsides covered with grasses, rocks, and scattered shrubs. Chaparral, coastal sagebrush, scrub oaks, and pinyon pine are common habitats. Not associated with dense, woody vegetation. Nests are built on the ground near the base of a shrub.
Aquila chrysaetos/Golden Eagle	None/FP/None/ Covered	Occurs in open and semi-open habitats. Found alongside canyonlands, rimrock terrain, and riverside cliffs and bluffs. They avoid developed areas and uninterrupted stretches of forest. Nesting occurs on cliffs but can occur in trees, on the ground, or in artificial structures. Nesting can also occur in grassland, chaparral, shrubland, forest, and other vegetated areas.
Athene cunicularia/Burrowing owl	None/SSC/None/Covered	Occurs in a variety of habitats characterized by dry annual or perennial low-growing vegetation. Occurs in grasslands, scrublands, agricultural fields, vacant lots, and other disturbed areas. Nests in abandoned burrows and requires an abundance of prey (*e.g.*, ground squirrels and insects).
Buteo swainsoni/Swainson's hawk	None/THR/None/Covered	Occurs in great basin grassland, great basin scrub, pinyon and juniper woodlands and valley and foothill grasslands.
Charadrius nivosus nivosus/Western snowy plover	THR/SSC/None/Not Covered	Occurs in sand spits and dune-backed beaches.
Elanus leucurus/White-tailed kite	None/FP/None/Not Covered	Occurs in low elevation, open grasslands, savannah-like habitats, agricultural areas, wetlands, and oak woodlands. Typically use riparian scrub, forest and woodland, and oak woodland and forest for breeding and use a wide variety of more open grassland/agricultural land and scrub lands for foraging. Nesting occurs in the upper third of trees; trees can be isolated or at the edge of or within a forest.
Lanius ludovicianus/Loggerhead shrike	None/SSC/None/Covered	Occurs in open country, with scattered shrubs and trees or other perches for hunting. Common habitats include agricultural fields, deserts, grasslands, savanna, and chaparral.
Empidonax traillii extimus/Southwestern willow flycatcher	END/END/None/Covered	Occurs within riparian woodlands, particularly those with willow thickets. Nests in areas of shrubs and trees with low-density canopies.
Eremophila alpestris actia/California horned lark	None/None/None/Covered	Occurs in areas with bare, dry ground or with sparse vegetation. Common habitats include beaches, heavily grazed pastures, and deserts. They are common in areas with signs of human disturbance. Nests are placed on bare ground.
Plegadis chihi/White-faced ibis	None/None/None/Covered	Occurs in freshwater habitats such as ponds, rivers, marshes, and swamps. Nests in low trees or on the ground within reeds in marshes.
Icteria virens/Yellow-breasted chat	None/SSC/None/Covered	Occurs in riparian and upland thickets as well as dry overgrown pastures. Prefers to nest in dense scrub along streams or at the edges of ponds or swamps.
Polioptila californica californica/Coastal California gnatcatcher	THR/SSC/None/Covered	Occurs in dry coastal slopes, washes, and mesas with areas of low vegetation and coastal sage scrub. USFWS-designated critical habitat for this species is located within the City.
Vireo bellii pusillus/Least Bell's vireo	END/END/None/Covered	Occurs within willows and riparian forest, scrub, and woodlands. Breeds in low dense growth, especially in second-growth scrub or brushy fields.

Table 5.4-2 Special-Status Wildlife Species Identified in the Literature Review

Scientific Name/Common Name	Federal/State/USFS/MSHCP Status	Habitats
MAMMALS		
Dipodomys merriami parvus/San Bernardino kangaroo rat	END/END and SSC/None/Covered	Occurs in alluvial sage scrub, flood plains, washes, and upland areas adjacent to desert habitat.
Dipodomys stephensi/Stephen's kangaroo rat	THR/THR/None/ Covered	Occurs in coastal scrub and valley and vegetated temperate foothill grasslands. Endemic to southern California, primarily in western Riverside County.
Perognathus longimembris brevinasus/Los Angeles pocket mouse	None/SSC/None/ Covered	Occurs in arid and semi-arid habitats such as coastal sage scrub, grasslands, and washes.
Onychomys torridus ramona/Southern grasshopper mouse	None/SSC/None/Not Covered	Occurs in arid Mojavean desert habitats, alkali desert scrub, succulent shrub, wash, and riparian areas. Also occurs in coastal scrub, mixed chaparral, sagebrush, and bitterbrush habitats
Eumops perotis californicus/Western mastiff bat	None/SSC/None/Not Covered	Occurs in a variety of habitats including dry desert washes, flood plains, chaparral, oak woodland, open ponderosa pine forest, grassland, montane meadows, and agricultural areas.
Lasiurus xanthinus/Western yellow bat	None/SSC/None/Not Covered	Occurs in valley foothill riparian, desert riparian, desert wash, and palm oasis habitat.

Source: ECROP 2023 (Appendix 5.4-1)
FED: Federal Classifications
END: Taxa listed as endangered
THR: Taxa listed as threatened
CAN: Candidate for threatened or endangered status
None: No listing under the Federal Endangered Species Act

United States Forest Service (USFS)
S: Listed as sensitive under the United States Forest Service
None: No listing under the United States Forest Service

STATE: State Classifications
END: Listed as endangered under the California Endangered Species Act
THR: Listed as threatened under the California Endangered Species Act
FP: Fully protected under the California Fish and Game Code
CT: Candidate for threatened listing
SSC: Species of special concern in California
None: No listing under the California Endangered Species Act

Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)
Covered: Covered Species
Not Covered: Not covered species

5.4.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

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

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

B-3 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.

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

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

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

5.4.3 Proposed General Plan Goals and Policies

Land Use Element

GOAL LU 1 Administration: The General Plan is utilized as the guiding planning document for the City and as the basis for regional collaboration.

- **Policy LU-1.3 Development Clustering and Density Transfers.** Allow development clustering and/or density transfers to preserve open space, natural resources, cultural and/or biological sensitive resources.

GOAL LU 6 Maintenance and Compatibility With Other Uses: Development is located and designed to maintain the qualities that distinguish Wildomar and to ensure effective transitions between neighborhoods and districts.

- **Policy LU-6.1 Protect from Adverse Impacts.** Retain and enhance the integrity of existing residential, employment, and open space areas by protecting them from encroachment of land uses that would result in impacts from noise, noxious fumes, glare, shadowing, and traffic.

GOAL 7 Compatibility with the Natural Environment: Land uses and development intensities are compatible with scenic and natural resources and encourage environmental preservation.

- **Policy LU-7.1 Design to Respect Natural Settings.** Require that new development conform building massing to topographic forms and minimize alteration of natural landforms and vegetation, incorporating natural drainage systems, allowing development clustering to maintain slopes, restricting grading of steep slopes, and encouraging the preservation of significant hillsides, canyon edges and hilltops as prominent visual features.

GOAL LU 13 Open Spaces. Open space lands are preserved as natural resources, utilized to buffer land uses and enhance community aesthetics, and protected from adverse impacts of new development.

- **Policy LU-13.1 Preservation of Open Space Lands.** Provide for permanent preservation of open space lands that contain important natural resources, hazards, water features, watercourses, and scenic and recreational value.

Open Space and Conservation Element

GOAL OS 1: Biological resources are protected from development, conserved, restored, and enhanced.

- **Policy OS-1.1 Habitat Conservation**. Require and enforce provisions of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and Stephens Kangaroo Rat Habitat Conservation Plan to protect environmentally-sensitive lands, habitats, and vulnerable species.
- **Policy OS-1.2 Wetland and Riparian Area Protection.** To the maximum extent possible, development shall avoid and conserve remaining habitats in wetlands and riparian areas that are critical to the feeding, hibernation, or nesting of wildlife species associated with these areas.
- **Policy OS-1.3 Biological Reports.** Require biological reports that comply with the MSHCP for new development projects, transportation projects, and other planning efforts in the City.
- **Policy OS-1.4 Rewilding and Habitat Restoration**. Pursue opportunities for rewilding and restoring critical habitats for sensitive species that include, but are not limited to the following: preserving, enhancing, restoring, and expanding an integrated network of open space to support beneficial uses, such as habitat, recreation, natural resources, historic and tribal resources, water management, and aesthetics.
- **Policy OS-1.5 Wildlife Corridors.** Protect existing wildlife corridors by reducing habitat fragmentation from new developments. Work with the Riverside Conservation Agency (RCA) in pursue land purchase opportunities to preserve available lands.
- **Policy OS-1.6 Natural Vegetation Conservation.** Maintain and conserve mature and historic examples of native trees, natural vegetation, stands of established trees, and other features for ecosystem, aesthetic, and water conservation purposes.
- **Policy OS-1.7 Project Siting.** Require that new development projects respect, integrate with, and complement the natural features of the land including conforming building massing to topographic forms, restricting grading of steep slopes, and encouraging the preservation of visual horizon lines and significant hillsides as prominent visual features.
- **Policy OS-1.8 Protect Ridgelines.** Protect ridgelines from incompatible development that diminishes their scenic value, and ensure their conservation, preservation, and management.
- **Policy OS-1.9 Contour Grading.** Utilize contour grading and slope rounding to gradually transition graded road slopes into a natural configuration consistent with the topography of the areas.

GOAL OS 3: Reliable and safe water supply that supports Wildomar's current and future needs.

- **Policy OS-3.2 Water Quality Protection.** Require that new developments do not degrade natural water bodies such as streams and rivers and protect groundwater resources.

GOAL OS 5: A high-quality network of open spaces that support preservation of natural resources.

- **Policy OS-5.2 Murrieta Creek:** Enhance Murrieta Creek as a critical riparian area within the City.

GOAL OS 6 Energy is used efficiently and sourced from resilient, low carbon, and renewable energy supplies.

- **Policy OS-6.7 Tree Canopy.** Maintain and expand the tree canopy in residential and commercial neighborhoods to provide shade, improve air and water quality, reduce the heat island effect, and create habitat for birds and pollinators.

5.4.4 Environmental Impacts

5.4.4.1 METHODOLOGY

The Draft Biological Resources Assessment prepared by ECORP used the following resources to determine the special-status species that have been documented in or in the vicinity of the City and therefore have a potential to occur within the City or may be potentially affected by activities within the City.

- CDFW California Natural Diversity Database (CNDDB) for City of Wildomar County, California.
- Calflora Plant Database
- USFWS Information, Planning, and Consultation System (IpaC) Resource Report List for City of Wildomar, California
- CNPS Electronic Inventory of Rare and Endangered Plants of California data for City of Wildomar, California
- NMFS Resources data for City of Wildomar, California.
- NOAA Essential Fish Habitat Mapper
- USFWS National Wetland Inventory
- USFWS Online Critical Habitat Mapper
- Natural Resources Conservation Service (NRCS) Web Soil Survey
- 2003 County of Riverside General Plan
- 2015 County of Riverside General Plan
- Elsinore Area Plan

5.4.4.2 IMPACT ANALYSIS

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.4-1: Buildout of the proposed Land Use Plan could impact sensitive or special-status plant and animal species known to occur in the City of Wildomar. [Threshold B-1]

Within the City limits and its vicinity, there are several sensitive plant and animal species known to occur. As listed in Table 5.4-1 and Table 5.4-2, respectively, there are a total of 36 special-status plant species and 42 special-status wildlife species within the area. The City is urbanized and bisected by I-15, and therefore provides minimal habitat value for sensitive and special status species. However, less developed areas of the City—such as vacant land, open space areas, water features, and agricultural land as well as the foothills of the Cleveland National Forest (located in the southwestern portion of the City) and the Santa Margarita and Elsinore Mountains—have the potential to support native species and natural communities.

As stated previously, the City is within the Elsinore Area Plan, which is a part of the MSHCP—specifically, Subunit 3–Elsinore and Subunit 4–Sedco Hills. Subunit 3–Elsinore is in and adjacent to the western portion of the City, and Subunit 4–Sedco Hills covers most of the mountains from the northeastern portion to the southeastern portion of the City, as shown on Figure 5.4-2. Land within the subunits contains habitat that is more suitable for sensitive or special-status species as opposed to the rest of the City, which is urbanized and may not contain suitable habitat. Within these subunits, 15 sensitive plant and 25 animal species have been known to occur, as mentioned in Section 5.4.1.2. One of the main goals of the Elsinore Area Plan is to conserve existing habitat for the various plant and animal species and link existing suitable habitats.

A majority of Subunit 3–Elsinore is developed, while the majority of Subunit 4–Sedco Hills is undeveloped hills and mountains. Under the proposed project, the areas in and adjacent to Subunit 3–Elsinore would remain mostly developed with residential and light industrial uses. Additionally, Subunit 4–Sedco Hills would be developed with a mix of low residential designations and open space lands. Compared to existing conditions, the addition of low-density development would increase impacts to sensitive species in Subunit 4–Sedco Hills. Buildout of the City in accordance with the Proposed General Plan could impact special status vegetation or wildlife in the City.

The Proposed General Plan provides policies which would reduce impacts to Wildomar's biological resources, such as Policy LU-13.1, which provides for the permanent preservation of open space lands, and Policy OS-1.1, which requires the enforcement of the Western Riverside County Multiple Species Habitat Conservation Plan and Stephens Kangaroo Rat Habitat Conservation Plan provisions.

Additionally, Mitigation Measures BIO-1 through BIO-9 would be implemented at the project level, as applicable, to reduce impacts to biological resources. Mitigation Measures BIO-1 and BIO-2 require worker environmental awareness training for biological resources and appropriate measures to avoid impacts to biological resources, Mitigation Measures BIO-3 through BIO-9 provide provisions to reduce impacts to wildlife species.

The City is a participant in the Western Riverside MSHCP. The MSHCP provides a framework for the USFWS and CDFW to grant take authorization (*i.e.*, incidental take permits) for species covered by the MSHCP that are FESA and/or CESA listed as threatened or endangered. Approval of the MSHCP and execution of the implementing agreement by the USFWS and CDFW allow the agencies to issue Take Authorizations, including the City of Wildomar. Issuance of Take Authorization to the local jurisdictions allows plan participants to

implement land use decisions consistent with the MSHCP without project-by-project review and permitting by USFWS and CDFW, a key goal of the MSHCP (RCTLMA 2023a). However, mitigation for impacts to both listed and unlisted species would be required pursuant to CEQA or other regulatory processes, and the MSHCP's Conservation Area provides an avenue for this mitigation.

If a future project has the potential to adversely impact plant species, and the project site is within a Section 6.1.3 Narrow Endemic Plant Species Survey Area (NEPSSA) and Section 6.3.2 Criteria Area Plant Species Survey Area (CAPSSA), then the MSHCP would require that an environmental analysis and site visit (habitat assessment) be performed in order to determine the potential for narrow endemic and/or criteria area plant species to occur within the project site. If the habitat assessment determines that suitable habitat for narrow endemic and/or criteria area plant species is present, then focus surveys during the appropriate blooming season would be required and conducted in accordance with accepted botanical survey protocols according to the CDFW, CNPS, and USFWS' General Rare Plant Survey protocols. If narrow endemic and/or criteria area plant species are identified onsite and a future project cannot avoid (permanent or temporary) at least 90 percent of the occupied portion of the property that contributes to the long-term conservation value of the species, a Determination of Biological Equivalent or Superior Preservation (DBESP) would be required. If a project site is not within a NEPSSA or CAPSSA, then a statement to this effect shall be included in the and the results shall be included in the habitat assessment and no further action is required per the MSHCP.

In addition to the MSHCP, there is a long-term (30-year) HCP for Stephens' kangaroo rat (*Dipodomys stephensi*). The HCP is administered by the Riverside County Habitat Conservation Agency. While the core reserves established by the Stephens' kangaroo rat HCP are managed as part of the MSHCP Conservation Area, the Stephens' kangaroo rat HCP still provides take authorization for Stephens' kangaroo rat within its boundaries. Although there are no core reserves within the City, the majority of the City is within the Stephens' kangaroo rat plan area, and therefore is subject to fees (See Figure 5.4-1). The MSHCP provides take authorization outside of the area already covered by the Stephens' kangaroo rat HCP.

Figure 5.4-6, *Flow Chart to Guide Development Applications,* Figure 5.4-7, *Flow Chart Based on Project Action,* Figure 5.4-8, *Flow Chart to Guide Special-Status Wildlife (Amphibians) Recommendations,* Figure 5.4-9, *Flow Chart to Guide Burrowing Owl Recommendations,* Figure 5.4-10, *Flow Chart to Guide Vernal Pools and Fairy Shrimp Recommendations,* Figure 5.4-11, *Flow Chart to Guide Riparian Bird Species Recommendations*, Figure 5.4-12, *Flow Chart to Guide Coastal California Gnatcatcher Recommendations,* Figure 5.4-13, *Flow Chart to Guide Special-Status Wildlife (Including Protected Birds/Nests) Recommendations,* and Figure 5.4-14, *Flow Chart to Guide Covered Roads Recommendations,* provide flow charts to assist future developers on the steps required to ensure future projects minimize impacts to biological resources.

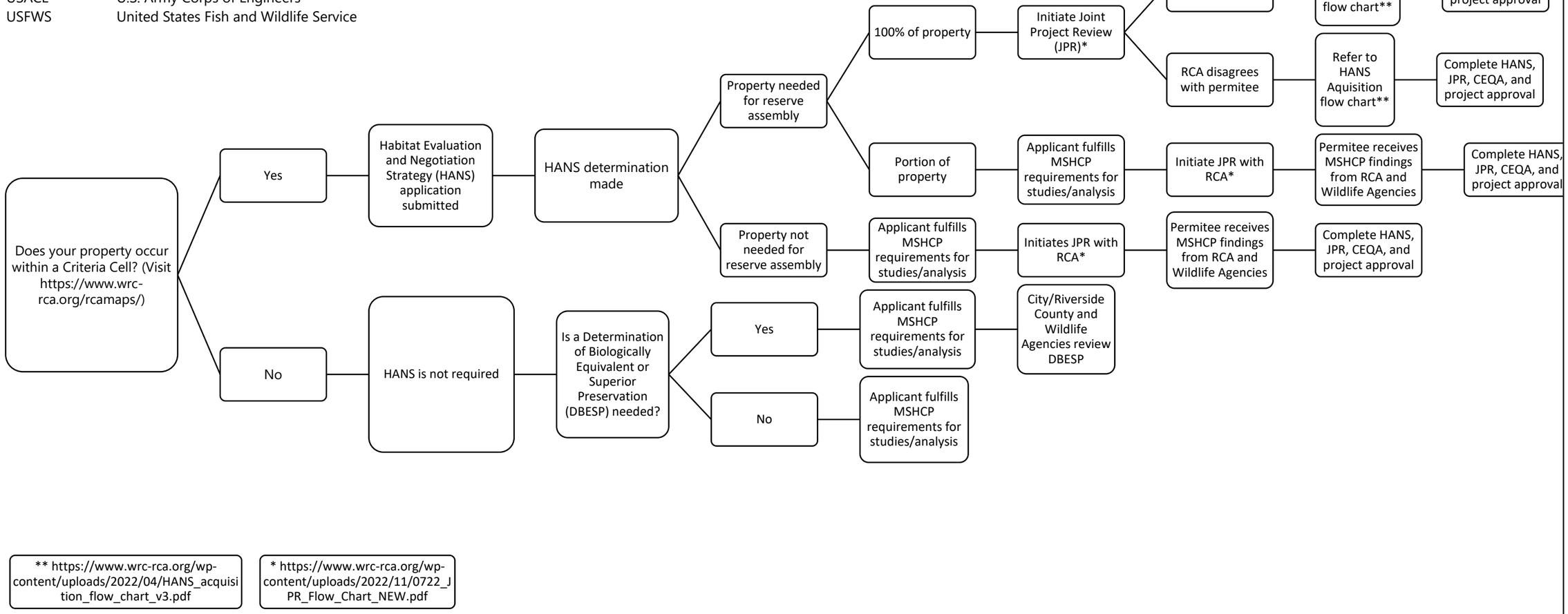
While compliance with applicable regulations, and implementation of the Proposed General Plan policies and mitigation measures would protect special status species, it is uncertain as to whether changes in project design or mitigation would fully reduce impacts to a less than significant level. As project-specific information is unknown at this time, it would be speculative to make such determinations. Therefore, impacts to sensitive plant and wildlife species are conservatively considered significant and unavoidable.

Level of Significance Before Mitigation: Impact 5.4-1 would be potentially significant.

Figure 5.4-6 - Flow Chart to Guide Development Applications

LIST OF ACRONYMS AND ABBREVIATIONS

Term	Definition
AJD	Approved Jurisdictional Delineation
AMMs	Avoidance, Minimization, and Mitigation Measures
CDFW	California Department of Fish and Wildlife
EFH	Essential Fish Habitat
NMFS	National Marine Fisheries Service
PJD	Preliminary Jurisdictional Delineation
RWQCB	Regional Water Quality Control Board
USACE	U.S. Army Corps of Engineers
USFWS	United States Fish and Wildlife Service

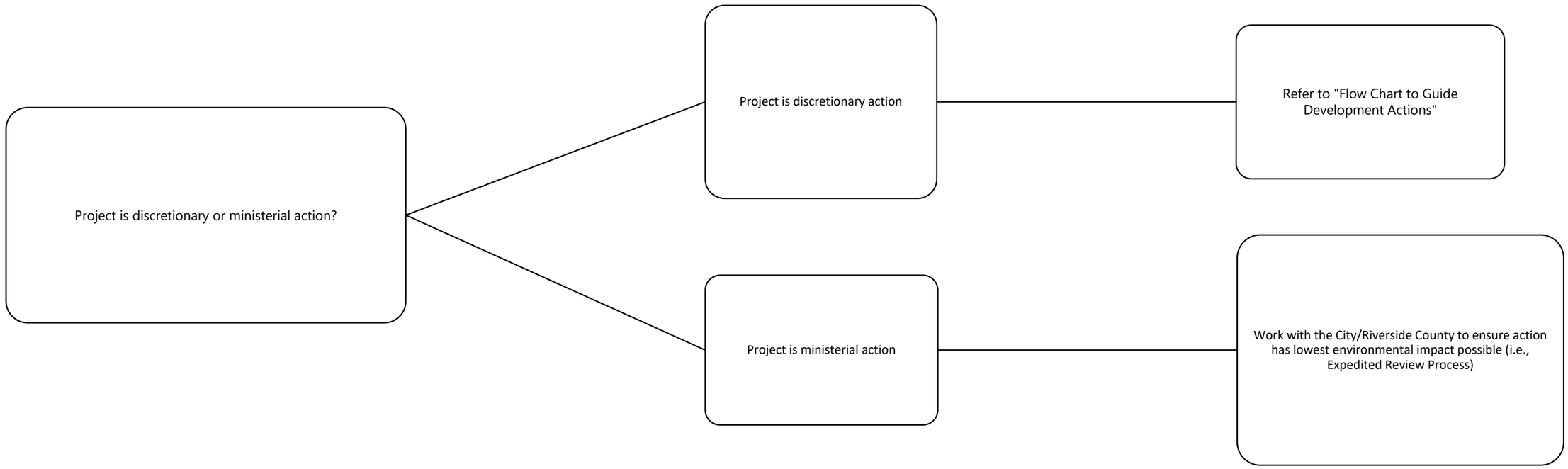


Source: ECORP Consulting 2023.

Figure 5.4-7 - Flow Chart Based on Project Action

LIST OF ACRONYMS AND ABBREVIATIONS

Term	Definition
AJD	Approved Jurisdictional Delineation
AMMs	Avoidance, Minimization, and Mitigation Measures
CDFW	California Department of Fish and Wildlife
EFH	Essential Fish Habitat
NMFS	National Marine Fisheries Service
PJD	Preliminary Jurisdictional Delineation
RWQCB	Regional Water Quality Control Board
USACE	U.S. Army Corps of Engineers
USFWS	United States Fish and Wildlife Service

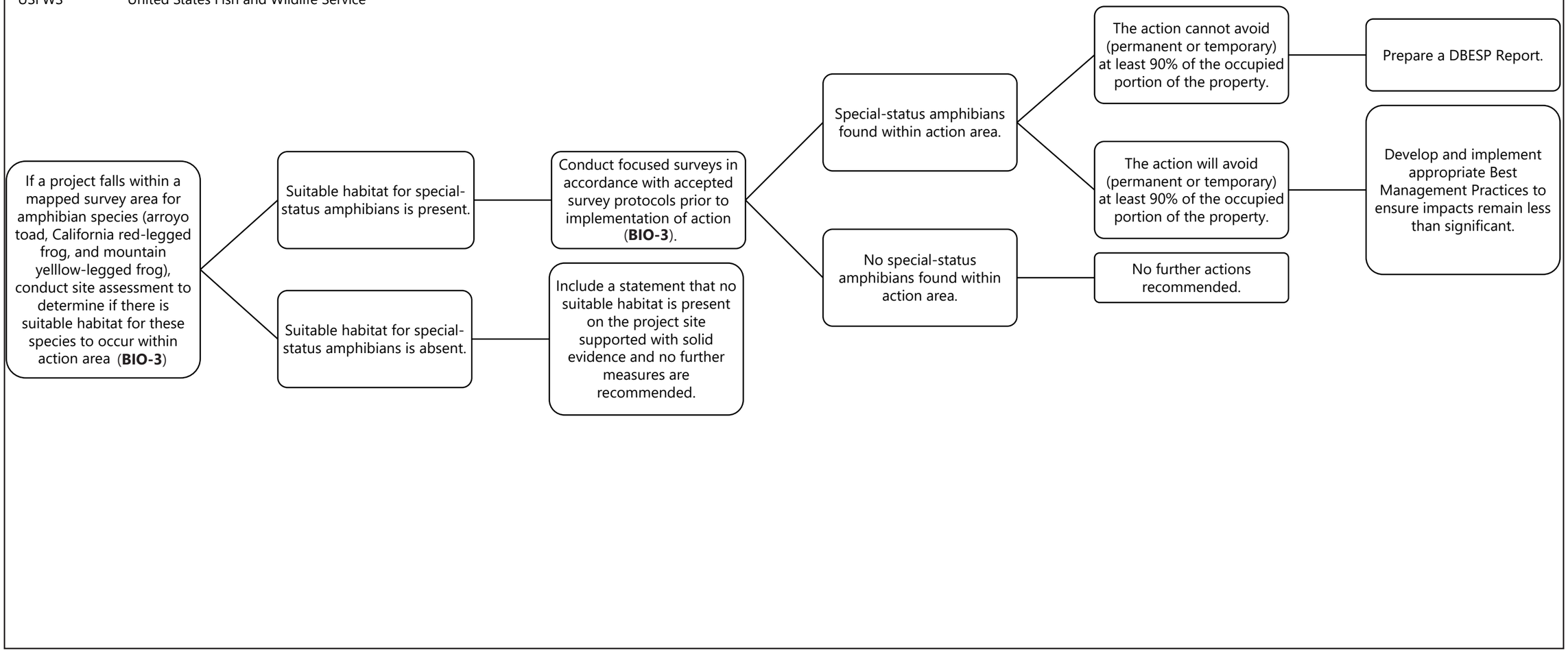


Source: ECORP Consulting 2023.

Figure 5.4-8 - Flow Chart to Guide Special-Status Wildlife (Amphibians) Recommendations

LIST OF ACRONYMS AND ABBREVIATIONS

Term	Definition
AJD	Approved Jurisdictional Delineation
AMMs	Avoidance, Minimization, and Mitigation Measures
CDFW	California Department of Fish and Wildlife
EFH	Essential Fish Habitat
NMFS	National Marine Fisheries Service
PJD	Preliminary Jurisdictional Delineation
RWQCB	Regional Water Quality Control Board
USACE	U.S. Army Corps of Engineers
USFWS	United States Fish and Wildlife Service

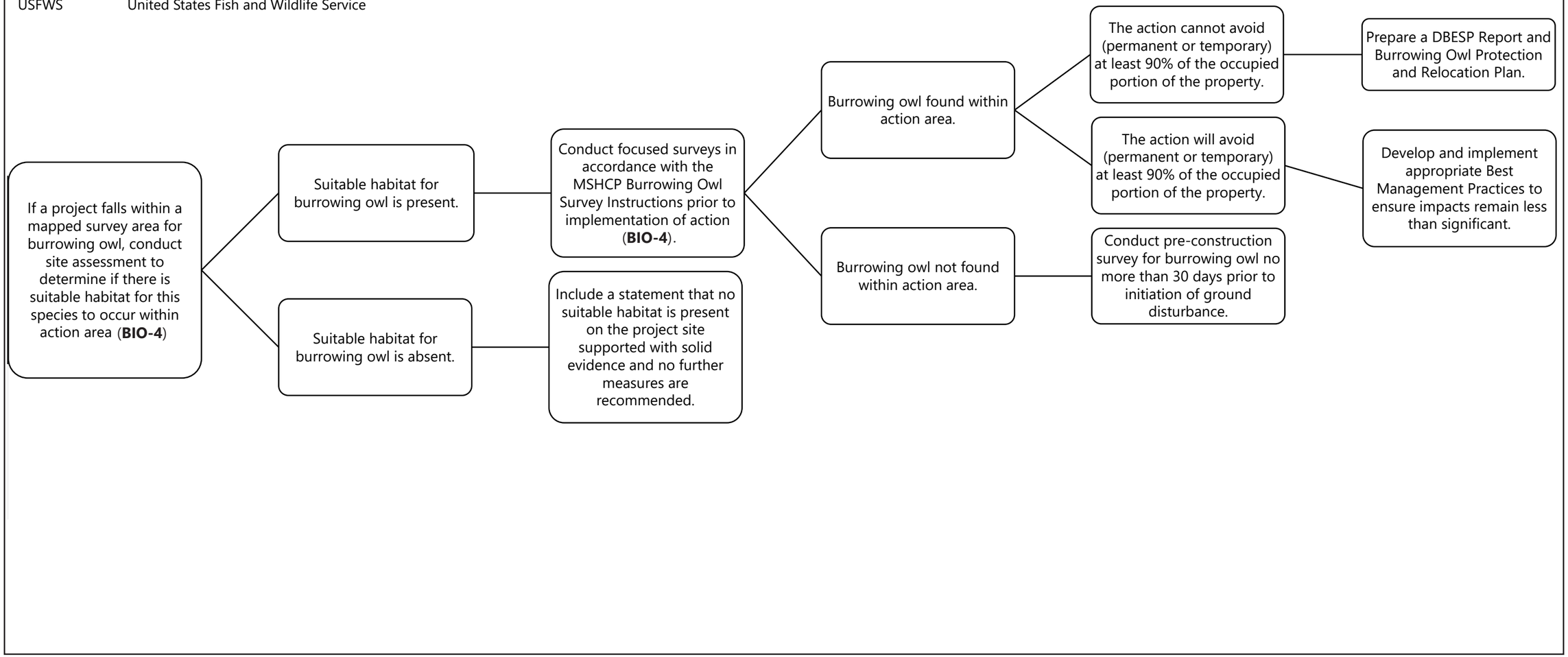


Source: ECORP Consulting 2024.

Figure 5.4-9 - Flow Chart to Guide Burrowing Owl Recommendations

LIST OF ACRONYMS AND ABBREVIATIONS

Term	Definition
AJD	Approved Jurisdictional Delineation
AMMs	Avoidance, Minimization, and Mitigation Measures
CDFW	California Department of Fish and Wildlife
EFH	Essential Fish Habitat
NMFS	National Marine Fisheries Service
PJD	Preliminary Jurisdictional Delineation
RWQCB	Regional Water Quality Control Board
USACE	U.S. Army Corps of Engineers
USFWS	United States Fish and Wildlife Service

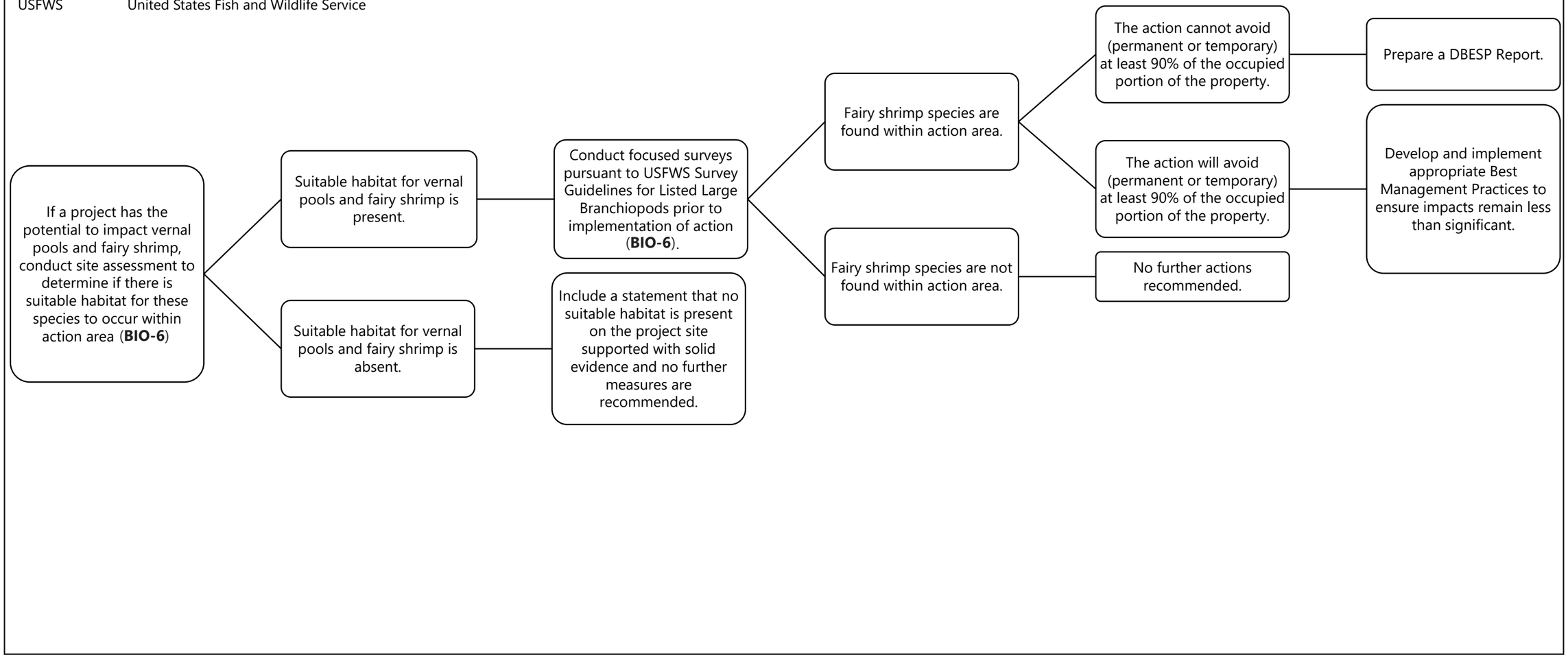


Source: ECORP Consulting 2024.

Figure 5.4-10 - Flow Chart to Guide Vernal Pools and Fairy Shrimp Recommendations

LIST OF ACRONYMS AND ABBREVIATIONS

Term	Definition
AJD	Approved Jurisdictional Delineation
AMMs	Avoidance, Minimization, and Mitigation Measures
CDFW	California Department of Fish and Wildlife
EFH	Essential Fish Habitat
NMFS	National Marine Fisheries Service
PJD	Preliminary Jurisdictional Delineation
RWQCB	Regional Water Quality Control Board
USACE	U.S. Army Corps of Engineers
USFWS	United States Fish and Wildlife Service

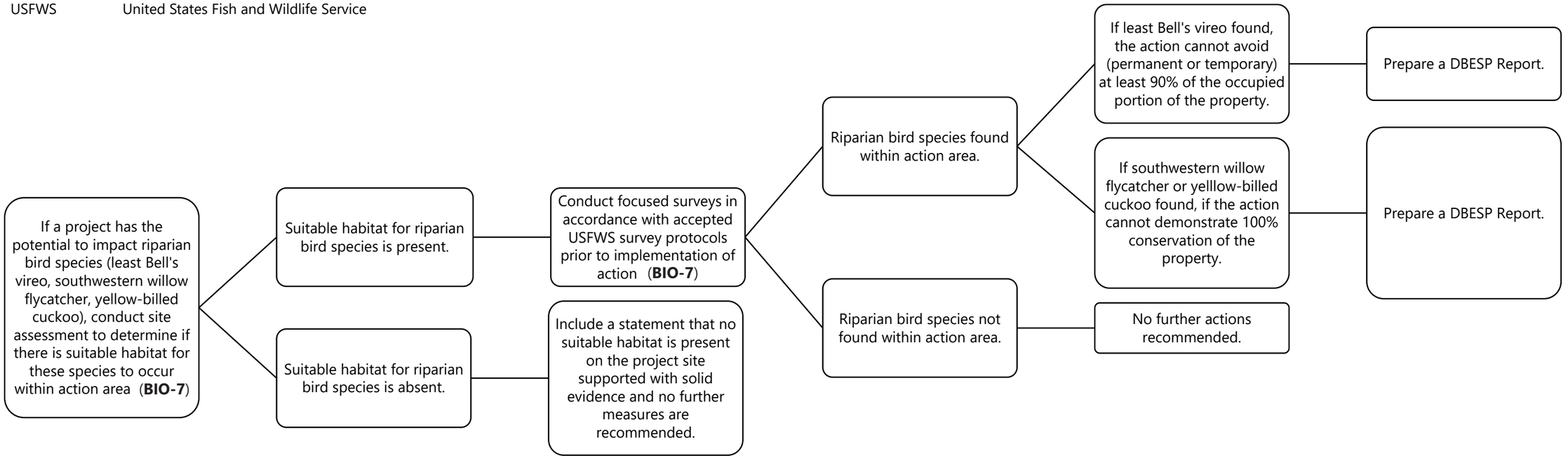


Source: ECORP Consulting 2024.

Figure 5.4-11 - Flow Chart to Guide Riparian Bird Species Recommendations

LIST OF ACRONYMS AND ABBREVIATIONS

Term	Definition
AJD	Approved Jurisdictional Delineation
AMMs	Avoidance, Minimization, and Mitigation Measures
CDFW	California Department of Fish and Wildlife
EFH	Essential Fish Habitat
NMFS	National Marine Fisheries Service
PJD	Preliminary Jurisdictional Delineation
RWQCB	Regional Water Quality Control Board
USACE	U.S. Army Corps of Engineers
USFWS	United States Fish and Wildlife Service

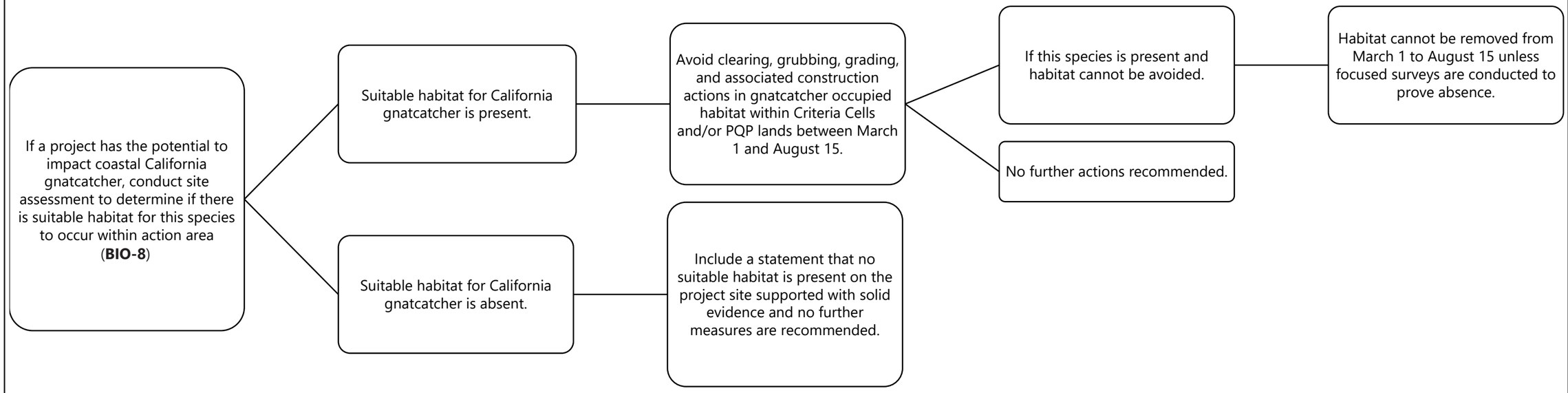


Source: ECORP Consulting 2024.

Figure 5.4-12 - Flow Chart to Guide Coastal Gnatcatcher Recommendations

LIST OF ACRONYMS AND ABBREVIATIONS

Term	Definition
AJD	Approved Jurisdictional Delineation
AMMs	Avoidance, Minimization, and Mitigation Measures
CDFW	California Department of Fish and Wildlife
EFH	Essential Fish Habitat
NMFS	National Marine Fisheries Service
PJD	Preliminary Jurisdictional Delineation
RWQCB	Regional Water Quality Control Board
USACE	U.S. Army Corps of Engineers
USFWS	United States Fish and Wildlife Service

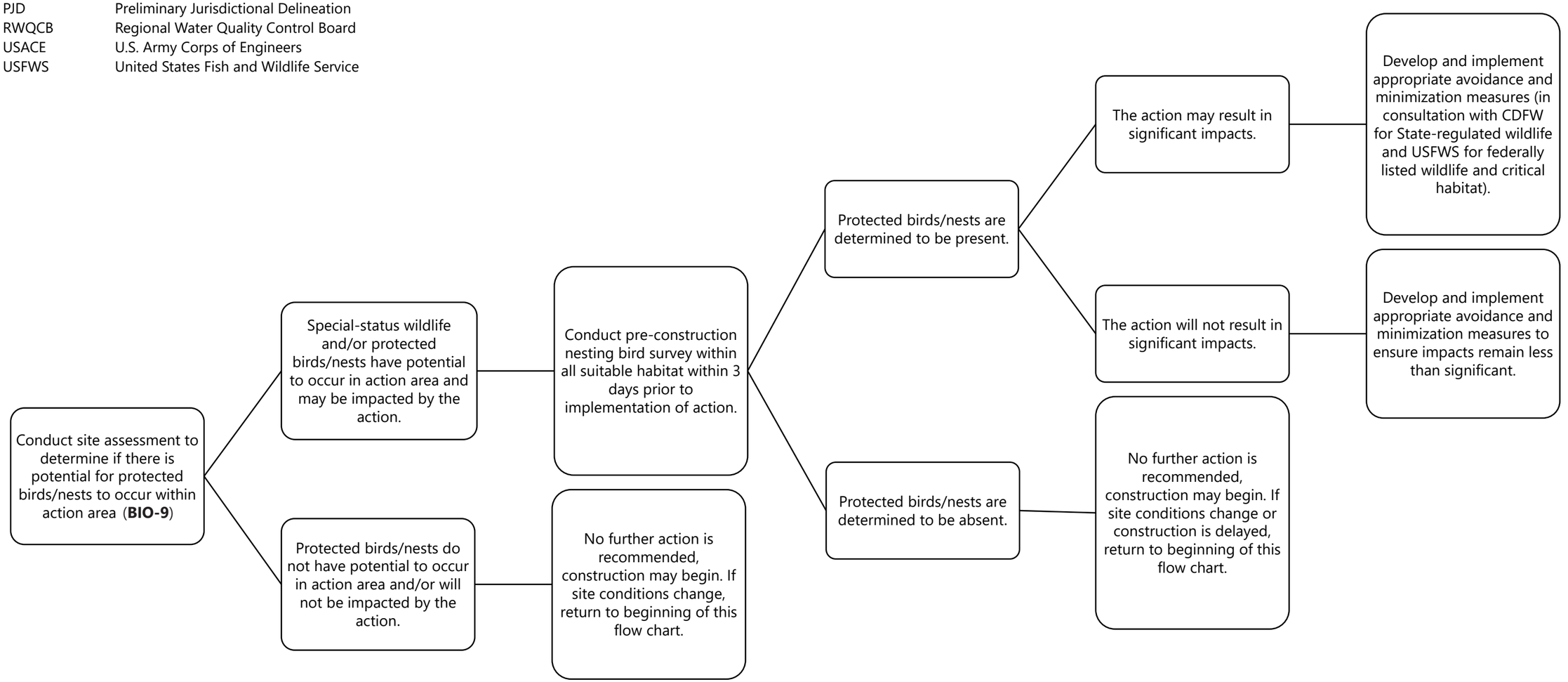


Source: ECORP Consulting 2024.

Figure 5.4-13 - Flow Chart to Guide Special-Status Wildlife (Including Protected Birds/Nests) Recommendations

LIST OF ACRONYMS AND ABBREVIATIONS

Term	Definition
AJD	Approved Jurisdictional Delineation
AMMs	Avoidance, Minimization, and Mitigation Measures
CDFW	California Department of Fish and Wildlife
EFH	Essential Fish Habitat
NMFS	National Marine Fisheries Service
PJD	Preliminary Jurisdictional Delineation
RWQCB	Regional Water Quality Control Board
USACE	U.S. Army Corps of Engineers
USFWS	United States Fish and Wildlife Service

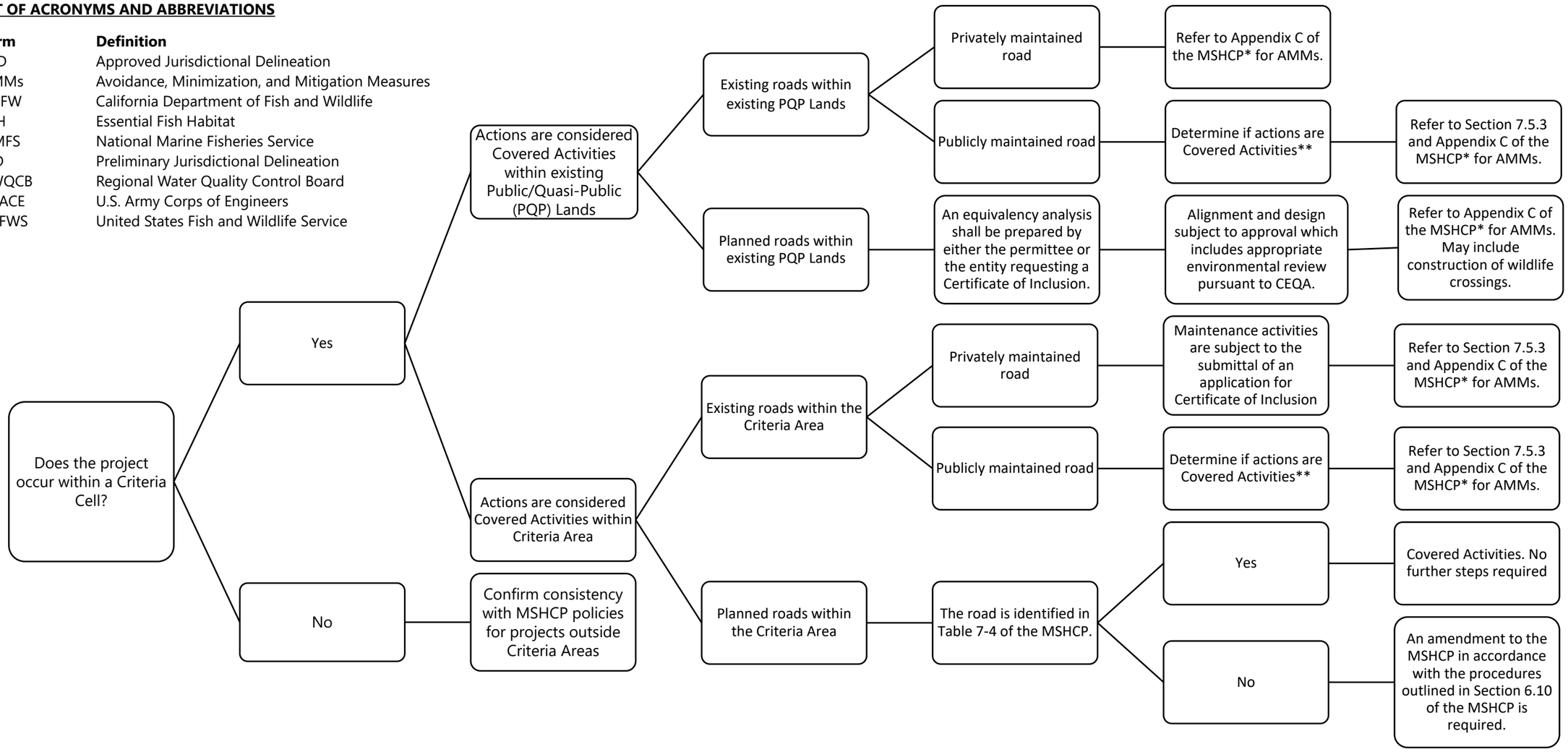


Source: ECORP Consulting 2024.

Figure 5.4-14 - Flow Chart to Guide Covered Road Recommendations

LIST OF ACRONYMS AND ABBREVIATIONS

Term	Definition
AJD	Approved Jurisdictional Delineation
AMMs	Avoidance, Minimization, and Mitigation Measures
CDFW	California Department of Fish and Wildlife
EFH	Essential Fish Habitat
NMFS	National Marine Fisheries Service
PJD	Preliminary Jurisdictional Delineation
RWQCB	Regional Water Quality Control Board
USACE	U.S. Army Corps of Engineers
USFWS	United States Fish and Wildlife Service



Source: ECORP Consulting 2024.

Mitigation Measures

BIO-1 If an action may adversely impact biological resources, a qualified biologist or their trained designee shall conduct mandatory worker environmental awareness training for all parties involved with implementation of the action (*e.g.,* contractors and work crews), prior to the start of construction, to aid the parties in recognizing special-status species and other sensitive biological resources that may occur within the area of the proposed action. The training shall include identification of the special-status species with potential to occur and their habitats, a description of the regulatory status of sensitive resources, and review of the impact limits, location of environmentally sensitive areas, and measures required to reduce impacts to avoided onsite and offsite biological resources.

BIO-2 If an action has potential to inadvertently impact avoided onsite or offsite biological resources, appropriate measures shall be developed and implemented prior to the start of ground disturbing activities to ensure all impacts occur only in the area of the proposed action. Appropriate measures may include control of sediment, erosion, and hazardous materials; demarcation of action area prior to implementation and maintenance of demarcation through the duration of implementation; and measures to ensure all actions that have potential to impact biological resources stay within the demarcated limits.

BIO-3 If an action has potential to adversely impact amphibian species (*e.g.*, may impact potential habitat for amphibians or may otherwise result in disturbance to amphibians from noise, light, or some other potentially disturbing activity), prior to the start of ground-disturbing activities, determine if a project falls within the mapped survey area for amphibian species (arroyo toad, California red-legged frog, and mountain yellow-legged frog [*Rana muscosa*]) and if suitable habitat is present, then focused surveys shall be required prior to ground-disturbing activities and the results shall be included in the habitat assessment. Focused surveys shall be conducted in accordance with accepted survey protocols for the arroyo toad, California red-legged frog, and mountain yellow-legged frog (USFWS Survey Protocol for the Arroyo Toad [1999], USFWS Revised Guidance on Site Assessments and Field Surveys for the California Red-Legged Frog [2005], and MSHCP Mountain Yellow-Legged Frog Survey Protocol). If a project is not located within an amphibian survey area, a statement to this effect shall be included in the and the results shall be included in the habitat assessment and no further action is required. If it is determined in the habitat assessment prepared by a qualified biologist that there is no potential habitat for amphibian species to occur within a project site, a conclusion that no suitable habitat is present on the site supported with solid evidence and no other measures are recommended shall be provided to the project applicant and the City of Wildomar Community Development Department. If conditions or circumstances change after the environmental analysis is conducted and prior to ground-disturbing activities associated with the action, then the validity of the results shall be confirmed, or an updated environmental analysis shall be conducted prior to impacting a project site.

If amphibian species are identified within a project site and a project cannot avoid (permanent or temporary) at least 90 percent of the occupied portion of the property that contributes to the long-term conservation value of the species, a DBESP shall be required. A justification by a qualified biologist regarding how the 90 percent and 10 percent determinations were made is required and shall be included in the DBESP. Refer to Figure 5.4-8, *Flow Chart to Guide Special-Status Wildlife (Amphibians) Recommendations*.

BIO-4 If an action has potential to adversely impact the burrowing owl (*Athene cunicularia*) (*e.g.*, may impact potential habitat or may otherwise result in disturbance to burrowing owls from noise, light, or some other potentially disturbing activity), prior to the start of ground-disturbing activities, determine if a project falls within the mapped (designated) survey area for the burrowing owl and if suitable habitat is present, then focused surveys shall be required prior to ground-disturbing activities and the results shall be included in the habitat assessment. Focused surveys shall be conducted in accordance with the MSHCP Burrowing Owl Survey Instructions and during the breeding season (survey window is March 1 to August 31). If a project is not located within the burrowing owl survey area, include a statement to this effect and no further action is required. If it is determined in the habitat assessment prepared by a qualified biologist that there is no potential habitat for burrowing owls to occur within a project site, a conclusion that no suitable habitat is present on the site supported with solid evidence and no other measures are recommended shall be provided to the project applicant and the City of Wildomar Community Development Department. If conditions or circumstances change after the environmental analysis is conducted and prior to ground-disturbing activities associated with the action, then the validity of the results shall be confirmed, or an updated environmental analysis shall be conducted prior to impacting a project site.

If burrowing owls are not found during focused surveys, documentation prepared by a qualified biologist shall include a written commitment to conduct pre-construction surveys for the burrowing owl in areas of suitable habitat no more than 30 days prior to the initiation of ground disturbance (*e.g.*, vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging, grading, etc.) to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities. If burrowing owls have colonized a project site prior to the initiation of ground-disturbing activities, the project proponent shall immediately inform the Regional Conservation Authority (RCA) and the Wildlife Agencies, such as the California Department of Fish and Wildlife, and will need to coordinate further with RCA and the Wildlife Agencies, including the possibility of preparing and getting approval of a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey will be required again to ensure burrowing owl has not colonized the site since it was last disturbed. If the burrowing owl is found, the same coordination described above shall be necessary.

If burrowing owls are identified within a project site and a project cannot avoid (permanent or temporary) at least 90 percent of the occupied portion of the property that contributes to the long-term conservation value of the species, a DBESP is required and a Burrowing Owl Protection and Relocation Plan shall be prepared, approved and implemented. A justification by a qualified biologist regarding how the 90 percent and 10 percent determinations were made is required and shall be included in the DBESP. Refer to Figure 5.4-9, *Flow Chart to Guide Burrowing Owl Recommendations*.

BIO-5 If an action has potential to adversely impact mammal species (*e.g.,* may impact potential habitat for mammals or may otherwise result in disturbance to mammals from noise, light, or some other potentially disturbing activity), prior to the start of ground-disturbing activities, determine if a project falls within the mapped survey area for mammal species (Aguanga kangaroo rat [*Dipodomys merriami collinus*], Los Angeles pocket mouse [*Perognathus longimembris brevinasus*], and San Bernardino kangaroo rat) and if suitable habitat is present, then focused surveys shall be required prior to ground-disturbing activities and the results shall be included in the habitat assessment. Focused surveys shall be conducted in accordance with accepted survey protocols for these species (MSHCP Biological Monitoring Program – Stephens' Kangaroo Rat [2006] and Survey Protocol for Los Angeles Pocket Mouse). If a project is not located within a mammal survey area, include a statement to this effect and no further action is required. If it is determined in the habitat assessment prepared by a qualified biologist that there is no potential habitat for mammal species to occur within a project site, a conclusion that no suitable habitat is present on a site supported with solid evidence and no other measures are recommended shall be provided to the project applicant and the City of Wildomar Community Development Department. If conditions or circumstances change after the environmental analysis is conducted and prior to ground-disturbing activities associated with the action, then the validity of the results shall be confirmed, or an updated environmental analysis shall be conducted prior to impacting a project site.

If mammal species are identified within a project site and a project cannot avoid (permanent or temporary) at least 90 percent of the occupied portion of the property that contributes to the long-term conservation value of the species, a DBESP is required. A justification by a qualified biologist regarding how the 90 percent and 10 percent determinations were made is required and shall be included in the DBESP.

BIO-6 If an action has potential to adversely impact vernal pools or other suitable fairy shrimp habitats, then focused surveys shall be required prior to ground-disturbing activities and the results shall be included in the habitat assessment. Focused surveys shall be conducted pursuant to the USFWS Survey Guidelines for the Listed Large Branchiopods, which includes six listed fairy shrimp species, including those species covered under the MSHCP Section 6.1.2. Two seasons of fairy shrimp surveys are required. If it is determined in the habitat assessment prepared by a qualified biologist that there is no potential habitat for vernal pools or fairy shrimp species to occur within a project site, a conclusion that no suitable habitat is present on the site supported with solid evidence and no other measures are recommended shall be

provided to the project applicant and the City of Wildomar Community Development Department. If conditions or circumstances change after the environmental analysis is conducted and prior ground-disturbing activities associated with the action, then the validity of the results shall be confirmed, or an updated environmental analysis shall be conducted prior to impacting a project site.

If fairy shrimp species are identified within a project site and a project cannot avoid (permanent or temporary) at least 90 percent of the occupied portion of the property that contributes to the long-term conservation value of the species, a DBESP is required. A justification by a qualified biologist regarding how the 90 percent and 10 percent determinations were made is required and shall be included in the DBESP. Refer to Figure 5.4-10, *Flow Chart to Guide Vernal Pools and Fairy Shrimp Recommendations*.

BIO-7 If an action has potential to adversely impact riparian bird species (least Bell's vireo, southwestern willow flycatcher, or yellow-billed cuckoo [*Coccyzus americanus*]), and if suitable habitat (nesting and/or foraging) is present, then protocol-level focused surveys shall be required. Focused surveys shall be conducted in accordance with accepted USFWS survey protocols for the least Bell's vireo, southwestern willow flycatcher, and yellow-billed cuckoo (Least Bell's Vireo Survey Guidelines [2001], A Natural History Summary and Survey Protocol for the Southwestern Willow Flycatcher [2010], and A Natural History Summary and Survey Protocol for the Western Distinct Population Segment of the Yellow-Billed Cuckoo [2016]). If it is determined in the habitat assessment prepared by a qualified biologist that there is no potential habitat for riparian bird species to occur within a project site, a conclusion that no suitable habitat is present on the site supported with solid evidence and no other measures are recommended shall be provided to the project applicant and City of Wildomar Community Development Department. If conditions or circumstances change after the environmental analysis is conducted and prior to ground-disturbing activities associated with the action, then the validity of the results shall be confirmed, or an updated environmental analysis shall be conducted prior to impacting a project site.

If least Bell's vireo, southwestern willow flycatcher, or yellow-billed cuckoo are identified within a project site and a project cannot demonstrate 90 percent avoidance of the occupied portion of the property that contributes to the long-term conservation value of the species, a DBESP is required. This includes 100 meters of undeveloped landscape on a property adjacent to the habitat conserved. A justification by a qualified biologist regarding how the 90 percent and 10 percent determinations were made is required and shall be included in the DBESP. Refer to Figure 5.4-11, *Flow Chart to Guide Riparian Bird Species Recommendations*.

BIO-8 If an action has the potential to impact coastal California gnatcatcher, a habitat assessment shall be prepared by a qualified biologist to determine if suitable habitat is present in the area of the proposed action. If suitable habitat is present (*i.e.*, coastal sage scrub, Riversidean sage scrub) and an action has potential to adversely impact the coastal California gnatcatcher, avoid clearing, grubbing, grading, and associated construction actions in gnatcatcher occupied

habitat within the Criteria Cells and/or PQP lands between March 1 and August 15. If this species is detected and a project may be potentially occupied and the habitat cannot be avoided, this habitat cannot be removed from March 1 to August 15 without conducting focused protocol-level surveys to prove absence. If it is determined in the habitat assessment prepared by a qualified biologist that there is no potential habitat for coastal California gnatcatcher to occur within a project site, a conclusion that no suitable habitat is present on the site supported with solid evidence and no other measures are recommended shall be provided to the project applicant and the City of Wildomar Community Development Department. Refer to Figure 5.4-12, *Flow Chart to Coastal Gnatcatcher Recommendations*.

BIO-9 If an action that may adversely impact birds or nests (*e.g.*, ground or vegetation disturbance, noise near nesting habitat) and is expected is to occur during the nesting season (generally February 1 through September 15), a pre-construction nesting-bird survey shall be conducted for all suitable nesting habitat within three days prior to ground-disturbing activities associated with the action. The survey shall be conducted by a qualified biologist within a project site plus a buffer for the project as determined by the qualified biologist (based on the action and what bird species may be impacted). If no nesting birds are observed during the survey, site preparation and construction activities may begin. If nesting birds (including nesting raptors) are found to be present, avoidance or minimization measures shall be undertaken to avoid potential project-related impacts. Measures may include seasonal work restrictions or establishment of a non-disturbance buffer around each active nest until nesting has been completed as determined through periodic nest monitoring by the biologist. The size of the non-disturbance buffer shall be determined by the project biologist. Once nesting is deemed complete by the project biologist, work may resume within the buffer. Refer to Figure 5.4-13, *Flow Chart to Guide Special-Status Wildlife (Including Protected Birds/Nests) Recommendations*.

Level of Significance After Mitigation: Impact 5.4-1 would be significant and unavoidable.

Impact 5.4-2: Implementation of the Proposed General Plan could impact sensitive natural communities, including wetlands and riparian habitat. [Thresholds B-2 and B-3]

Most of the wetlands that exist within the City limits can be categorized as freshwater emergent wetlands, freshwater forested/shrub wetlands, freshwater ponds, and riverine, as shown in Figure 5.4-5a through Figure 5.4-5o. These features are commonly associated with streambeds, drainages, and channels (such as the Murrieta Creek), and have the potential to provide corridors that encourage the movement of wildlife and provide habitat for sensitive wildlife and plant species.

According to a CNDDB search, five sensitive natural vegetation communities were recorded within or near the City: Southern Coast Live Oak Riparian Forest, Southern Cottonwood Willow Riparian Forest, Southern Interior Basalt Flow Vernal Pool, Southern Sycamore Alder Riparian Woodland, and Valley Needlegrass Grassland.

The general vegetation communities and land cover types within the City include agricultural lands; chaparral; coastal sage scrub; grassland; meadows and marshes; riparian scrub, woodland, and forests; water; woodland and forests; and developed/disturbed areas (see Figure 5.4-4a through Figure 5.4-4o). These general communities have the potential to be composed of vegetation alliances, which may be considered sensitive natural communities by CDFW.

While the City is mostly urbanized, it does contain open space areas that may be suitable for sensitive natural communities such as wetlands and riparian habitats. Implementation of the proposed project would increase development in the City, which could impact sensitive natural communities.

Future development in accordance with the Proposed General Plan, including maintenance of drainages to maintain public safety, could impact waters and wetlands jurisdictional to the CDFW, USACE, and San Diego and Santa Ana RWQCBs. Waters of the United States are jurisdictional to the USACE; waters of the State are jurisdictional to the San Diego and Santa Ana RWQCBs and the CDFW; and wetlands meeting certain criteria are jurisdictional to the USACE and/or the CDFW. Future development in accordance with the Proposed General Plan could impact sensitive natural communities directly (*e.g.*, building over the jurisdictional resources by filling the land) or indirectly (*e.g.,* increased stormwater drainage or runoff into nearby jurisdictional waters).

The Proposed General Plan includes policies aimed at reducing impacts to sensitive natural communities, such as Policy LU-13.1, which provides for the permanent preservation of open space lands, and Policy OS-1.2, which requires development to avoid and conserve remaining habitats in wetlands and riparian areas. Moreover, the MSHCP does not allow take of riparian areas.

Additionally, Mitigation Measures BIO-1, BIO-2, and BIO-10 through BIO-13 would be implemented, which require an environmental analysis and DBESP for aquatic resources and natural vegetation communities and a Lake or Streambed Alteration Notification.

Figure 5.4-15, *Flow Chart to Guide Riparian Habitat/Riverine Areas and Vernal Pools,* and Figure 5.4-16, *Flow Chart to Guide Aquatic Resources Recommendations,* provide flow charts to assist future developers on the steps required to ensure future projects minimize impacts to riparian habitats and aquatic resources.

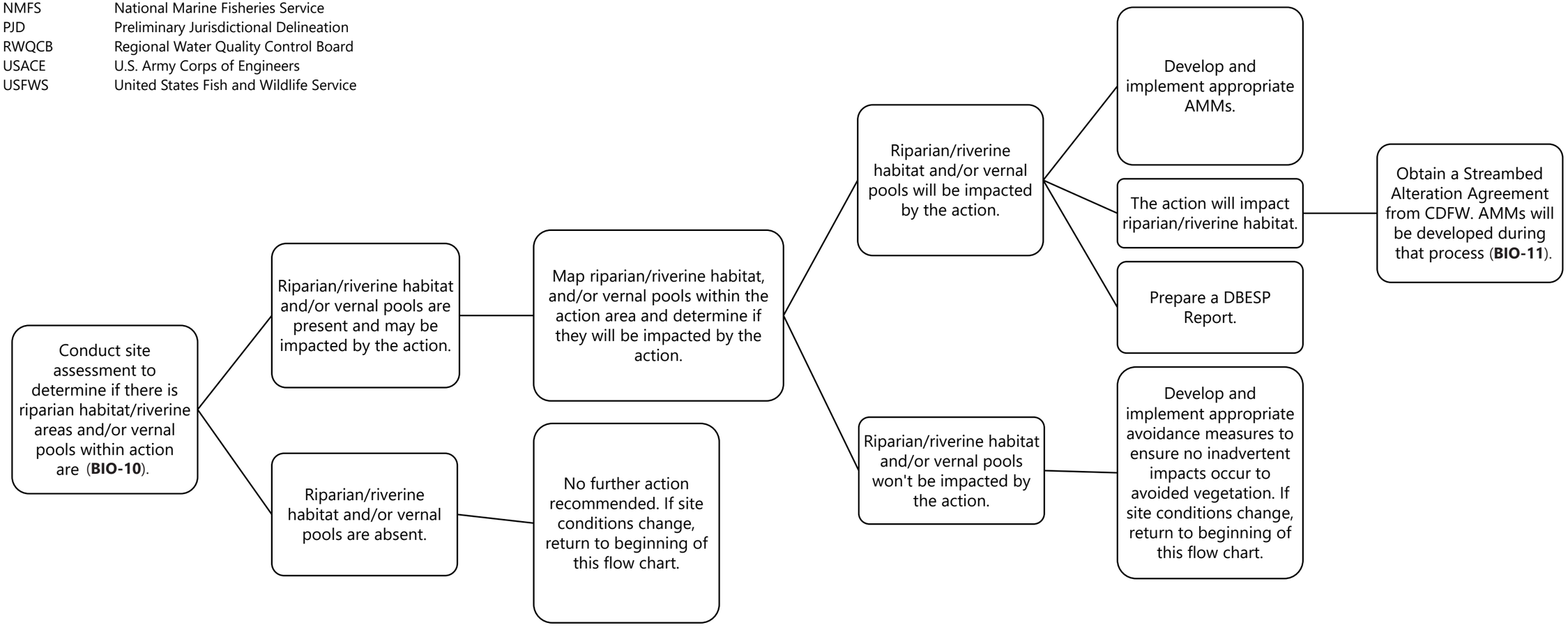
Implementation of the Proposed General Plan policies as well as Mitigation Measures BIO-1 and BIO-2, and BIO-10 through BIO-13 would reduce impacts to less than significant.

Level of Significance Before Mitigation: Impact 5.4-2 would be potentially significant.

Figure 5.4-15 - Flow Chart to Guide Riparian Habitat/Riverine Areas and Vernal Pools

LIST OF ACRONYMS AND ABBREVIATIONS

Term	Definition
AJD	Approved Jurisdictional Delineation
AMMs	Avoidance, Minimization, and Mitigation Measures
CDFW	California Department of Fish and Wildlife
EFH	Essential Fish Habitat
NMFS	National Marine Fisheries Service
PJD	Preliminary Jurisdictional Delineation
RWQCB	Regional Water Quality Control Board
USACE	U.S. Army Corps of Engineers
USFWS	United States Fish and Wildlife Service

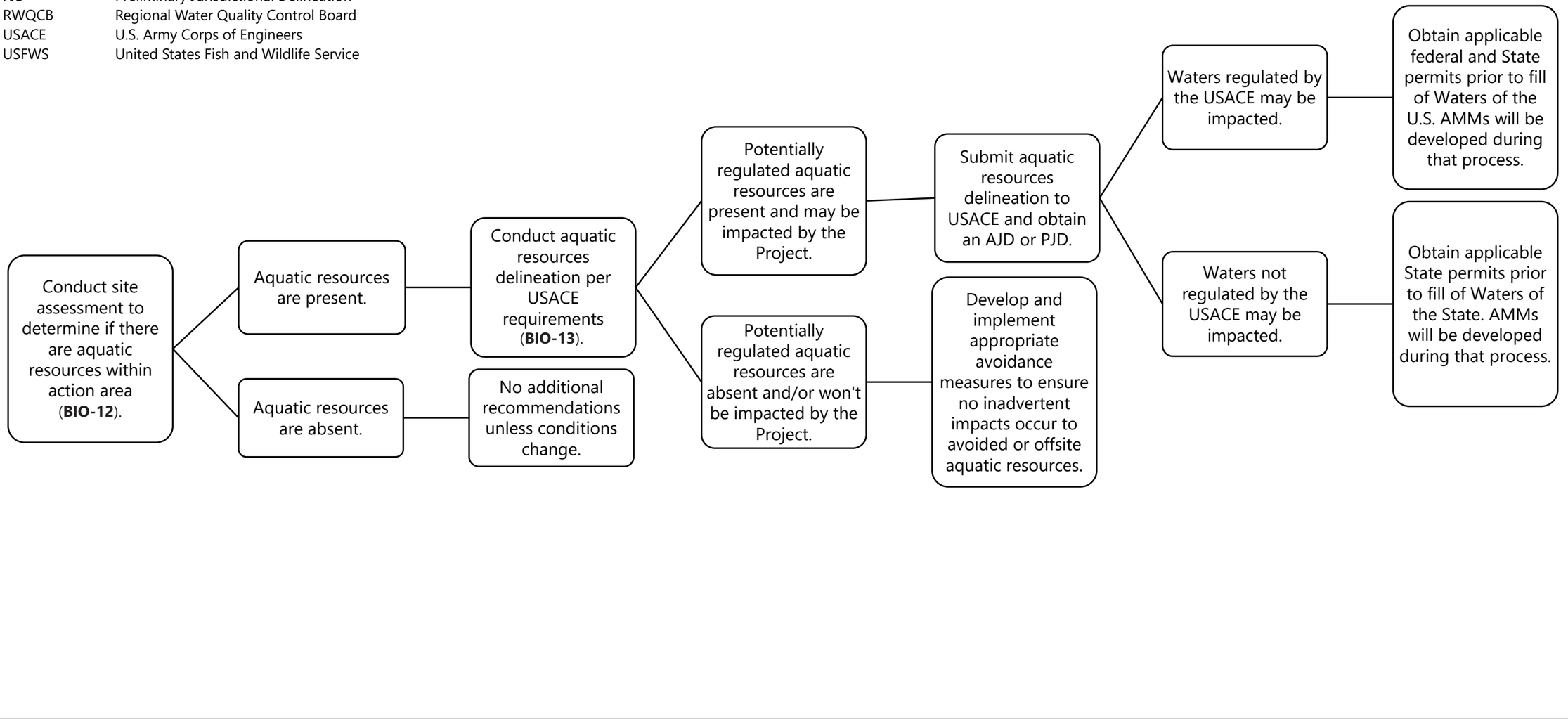


Source: ECORP Consulting 2024.

Figure 5.4-16 - Flow Chart to Guide Aquatic Resources Recommendations

LIST OF ACRONYMS AND ABBREVIATIONS

Term	Definition
AJD	Approved Jurisdictional Delineation
AMMs	Avoidance, Minimization, and Mitigation Measures
CDFW	California Department of Fish and Wildlife
EFH	Essential Fish Habitat
NMFS	National Marine Fisheries Service
PJD	Preliminary Jurisdictional Delineation
RWQCB	Regional Water Quality Control Board
USACE	U.S. Army Corps of Engineers
USFWS	United States Fish and Wildlife Service



Source: ECORP Consulting 2024.

Mitigation Measures

See Mitigation Measures BIO-1 and BIO-2.

BIO-10 If an action may impact sensitive natural vegetation communities, an environmental analysis to determine if there is potential for sensitive natural communities or other protected vegetation communities shall be conducted by a qualified biologist. If it is determined that in the habitat assessment prepared by a qualified biologist that there are no sensitive natural communities or other protected vegetation communities within a project site, no other measures are recommended. If sensitive natural communities (riparian habitat, riverine areas, vernal pools) are identified within the impact area (permanent and temporary, direct and indirect), appropriate measures to avoid, minimize, or mitigate for impacts to sensitive natural communities shall be implemented. If riparian/riverine resources and vernal pools are proposed for avoidance, the habitat assessment shall include a commitment to place a conservation easement or deed restriction over the area in order to demonstrate that the area will be protected in perpetuity. If a project cannot avoid riparian/riverine habitat and/or vernal pools in perpetuity (both permanent and temporarily), a DBESP shall be required that would propose mitigation that demonstrates equivalent or superior function and value, and shall be submitted to the City of Wildomar Community Development Department and applicable Wildlife Agencies. Refer to Figure 5.4-15, *Flow Chart to Guide Riparian Habitat/Riverine Areas and Vernal Pools.*

BIO-11 If an action will impact riparian habitat as determined by a qualified biologist, a Lake and Streambed Alteration Agreement, pursuant to Section 1602 of the California Department of Fish and Game Code shall be obtained prior to the start of ground disturbing activities. Minimization measures will be developed during consultation with CDFW as part of the Lake and Streambed Alteration Agreement process to ensure protections for affected fish and wildlife resources.

BIO-12 If an action has the potential to impact aquatic resources, an environmental analysis (*i.e.*, a preliminary aquatic resources delineation) shall be conducted to determine if potentially regulated aquatic resources occur within a project site. A qualified wetland delineator shall conduct the environmental analysis and it shall include review of the best available hydrological information, a reconnaissance-level site visit, and an evaluation of aquatic resources to determine the potential for regulated aquatic resources to occur within a project site. If it is determined in the habitat assessment prepared by a qualified biologist that there are no potentially regulated aquatic resources, no other measures are recommended and the habitat assessment shall be submitted to the City of Wildomar Community Development Department and applicable Wildlife Agencies. If conditions or circumstances change after the environmental analysis is conducted and prior to ground-disturbing activities associated with the action, the validity of the results shall be confirmed or an updated environmental analysis shall be conducted prior to impacting a project site. Refer to Figure 5.4-16, *Flow Chart to Guide Aquatic Resources Recommendations.*

BIO-13 If an action may impact potentially regulated aquatic resources, an aquatic resources delineation shall be conducted by a qualified biologist for a project consistent with the methods detailed within the Corps of Engineers Wetlands Delineation Manual (Environmental Laboratory 1987), Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (USACE 2008), and State Wetlands Definitions and Procedures for Discharges of Dredged and Fill Material to Waters of the State, and local policies by the CDFW regarding their jurisdiction, following the definitions contained within the California Fish and Game Code pertaining to regulated resources (lakes, streams, and associated hydrophytic vegetation). If it is determined by a qualified biologist that potentially regulated aquatic resources are absent from a project site or will not be impacted by the action, no other measures are recommended and the habitat assessment shall be submitted to the City of Wildomar Community Development Department and USACE. If it is determined that potentially regulated aquatic resources may be impacted by the action, the delineation shall be submitted to the USACE, and a Preliminary Jurisdictional Determination or Approved Jurisdictional Determination shall be obtained. The project applicant shall obtain all required permits from the USACE and applicable agencies prior to the start of construction activities. Refer to Figure 5.4-16, *Flow Chart to Guide Aquatic Resources Recommendations.*

Level of Significance After Mitigation: Impact 5.4-2 would be less than significant.

Impact 5.4-3: The proposed project could affect wildlife movement in and around the City. [Threshold B-4]

In the southwestern area of the City limits are the foothills of the Cleveland National Forest, which contain a large expanse of natural habitat that may allow for wildlife migration and nursery sites. The City also encompasses the foothills of the Santa Margarita Mountains and Elsinore Mountains. However, due to development within the City, movement from the City into the Cleveland National Forest and mountain ranges, and vice versa, is limited. The City is developed and I-15 bisects the City in a north-south direction, which further limits the success of wildlife dispersal. An additional movement corridor, Murrieta Creek, exists within the City; creeks and drainages often provide wildlife with ways to move throughout developed areas. The San Andreas Rift Zone within and adjacent to the City provides unique topographical characteristics, microclimates, and habitats that allow for habitat linkages and can facilitate movement. The City provides wildlife movement opportunities in other forms, such as open land and preserved areas. Although the City's developed environment lessens the value of wildlife corridors within the City, such corridors still exist.

The MSHCP has proposed to create a linkage (Proposed Linkage 8), which is composed largely of upland habitat in the Sedco Hills and Wildomar area, that would connect the Core Areas in the Lake Mathews/Estelle Mountain, Alberhill, and Cleveland National Forest areas with the Core Areas in French Valley, Johnson Ranch, Diamond Valley Lake, and San Jacinto Mountains. This proposed linkage would provide live-in habitat for over 50 pairs of coastal California gnatcatcher, as well as a connection to other key populations of gnatcatcher known to occur in Alberhill, North Peak, and the Ramsgate area. Other planning species for which habitat is provided include Quino checkerspot butterfly, Stephens' kangaroo rat, and bobcat (RCTLMA 2023b). The grasslands in this proposed linkage also provide foraging habitat for a number of raptors. Maintenance of large intact interconnected habitat blocks is important for these species. The northern portion of this linkage

includes a portion of the lower San Jacinto River extending under I-15 to connect with Proposed Extension of Existing Core 3, which is in the northeast region of the MSHCP area (RCTLMA 2023b).

Migratory birds can also be found within the City limits. Migratory birds, some of which are listed in Table 5.4-2, may use the surrounding areas, including the City, as a stopping point in their migratory journey. These birds are protected by the Migratory Bird Treaty Act. The MBTA implements international treaties between the U.S. and other nations devised to protect migratory birds, and any of their parts, eggs, and nests, from activities such as hunting, pursuing, capturing, killing, selling, and shipping, unless expressly authorized in the regulations or by permit. All future development within the City would be required to comply with the MBTA. Additionally, the MSHCP does not allow take of any nesting birds, regardless of the time of year, pursuant to the MBTA and applicable Fish and Game Codes.

Figure 5.4-17, *Flow Chart to Guide Wildlife Corridor and Movement Protection Recommendations,* provides a flow chart to assist future developers on the steps required to ensure future projects minimize impacts to wildlife corridors.

The Proposed General Plan includes policies aimed at reducing impacts to wildlife corridors, such as Policy LU-13.1, which provides for the permanent preservation of open space lands, and Policy OS-1.4, which aims to pursue opportunities for rewilding and restoring critical habitats. Additionally, Mitigation Measures BIO-1, BIO-2, BIO-7, BIO-8, and BIO-9, as well as Mitigation Measure BIO-14, which requires measures to avoid, minimize, and mitigate for significant impacts to be implemented in consultation with the appropriate regulatory agency.

With the implementation of the Proposed General Plan policies and Mitigation Measures BIO-1, BIO-2, BIO-7, BIO-8, BIO-9, and BIO-14, impacts would be reduced to less than significant.

Level of Significance Before Mitigation: Impact 5.4-3 would be potentially significant.

Mitigation Measures

See Mitigation Measures BIO-1, BIO-2, BIO-7, BIO-8, and BIO-9.

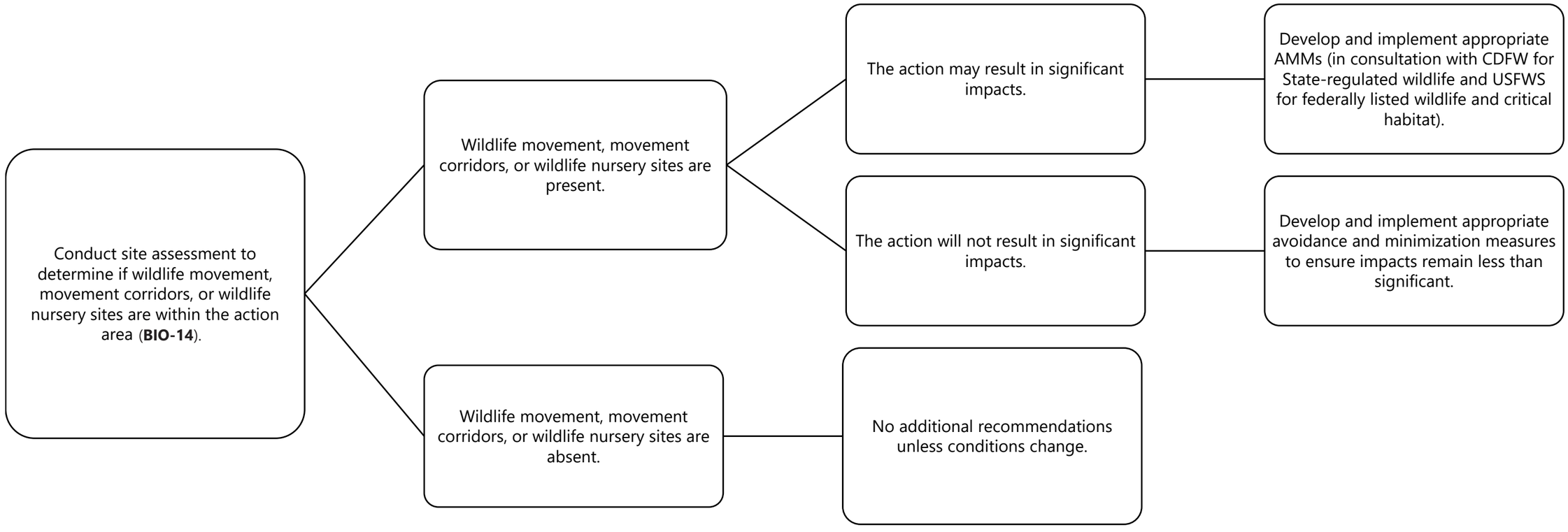
BIO-14 If an action will substantially impact wildlife movement, established wildlife corridors, or impede the use of nursery sites, measures to avoid, minimize, or mitigate for significant impacts shall be determined in consultation with the appropriate regulatory agency (*e.g.,* CDFW, USFWS, NMFS) and implemented prior to the start of ground disturbing activities. Refer to Figure 5.4-17, *Flow Chart to Guide Wildlife Corridor and Movement Protection Recommendations*.

Level of Significance After Mitigation: Impact 5.4-3 would be less than significant.

Figure 5.4-17 - Flow Chart to Guide Wildlife Corridor and Movement Protection Recommendations

LIST OF ACRONYMS AND ABBREVIATIONS

Term	Definition
AJD	Approved Jurisdictional Delineation
AMMs	Avoidance, Minimization, and Mitigation Measures
CDFW	California Department of Fish and Wildlife
EFH	Essential Fish Habitat
NMFS	National Marine Fisheries Service
PJD	Preliminary Jurisdictional Delineation
RWQCB	Regional Water Quality Control Board
USACE	U.S. Army Corps of Engineers
USFWS	United States Fish and Wildlife Service



Source: ECORP Consulting 2024.

Impact 5.4-4:	Future projects in accordance with the Proposed General Plan would be required to comply with the Western Riverside Multiple Species Habitat Conservation Plan, the Stephens' Kangaroo Rat Conservation Plan, and the City of Wildomar's local biological resources polices and ordinances. [Thresholds B-5 and B-6]

The City is a participant in the Western Riverside County MSHCP, a comprehensive, multi-jurisdictional plan that addresses biological and ecological diversity by conserving species and associated habitats while allowing approval of development in western Riverside County. It is administered by the Regional Conservation Authority. The MSHCP requires that individuals, businesses, or public agencies proposing development in the "criteria area" of the MSHCP obtain approval from the Regional Conservation Authority and a permit from the local responsible agency. Criteria areas include the cell groups which are shown on Figure 5.4-2. Projects that are approved must pay fees for review and construction of the project in accordance with Chapter 3.42, MSHCP Mitigation Fee, of the Wildomar Municipal Code.

In addition to the MSHCP, a long-term (30-year) HCP for Stephens' kangaroo rat is administered by the Riverside County Habitat Conservation Agency. The Stephens' kangaroo rat HCP boundary is within the larger MSHCP boundary. For a project that occurs within the Stephens' kangaroo rat HCP boundary, impacts to Stephens' kangaroo rats are mitigated by the Stephens' kangaroo rat HCP, and for any projects outside of the Stephens' kangaroo rat HCP boundary but within the MSHCP, impacts are mitigated by the MSHCP. As the majority of the City is within the Stephens' Kangaroo Rat Plan Area (see Figure 5.4-1), projects within these portions would be required to pay fees pursuant to Chapter 3.43, Stephens' Kangaroo Rat Mitigation Fee, of the Wildomar Municipal Code.

Buildout of the Proposed General Plan could impact biological resources in the City. However, compliance with MSHCP, the Stephen's kangaroo rat HCP, and the City's Municipal Code would protect these resources. Additionally, the Proposed General Plan policies would protect biological resources, such as Policy OS-1.1, which requires the enforcement of the Western Riverside County Multiple Species Habitat Conservation Plan and Stephens Kangaroo Rat Habitat Conservation Plan provisions.

Implementation of the Proposed General Plan would not conflict with an adopted habitat conservation plan, natural community conservation plan, or local ordinance. Therefore, impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.4-4 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.4-4 would be less than significant.

5.4.5 Cumulative Impacts

The area considered for cumulative impacts on biological resources is the City and as well as potential loss of biological resources within the southern California region depending on a species' range. Future projects in the

City could impact sensitive species directly and/or indirectly through impacts on those species' habitats. These projects would be required to comply with existing laws and regulations protecting biological resources.

Any development within the City may result in impacts to biological resources. While compliance with the Proposed General Plan policies and mitigation measures would reduce potential impacts on biological resources, it is uncertain if all impacts can be reduced to less than significant. Therefore, the proposed project's contribution to biological impacts is conservatively considered cumulatively considerable.

5.4.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: Impact 5.4-4.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.4-1** Impacts to sensitive or special-status plant and animal species could occur as a result of the proposed project.
- **Impact 5.4-2** Impacts to sensitive natural communities, including riparian habitat, and wetlands and jurisdictional water could occur as a result of the proposed project.
- **Impact 5.4-3** The proposed project could impact wildlife movement in and around the City.

5.4.7 Mitigation Measures

Impact 5.4-1

BIO-1 If an action may adversely impact biological resources, a qualified biologist or their trained designee shall conduct mandatory worker environmental awareness training for all parties involved with implementation of the action (*e.g.,* contractors and work crews), prior to the start of construction, to aid the parties in recognizing special-status species and other sensitive biological resources that may occur within the area of the proposed action. The training shall include identification of the special-status species with potential to occur and their habitats, a description of the regulatory status of sensitive resources, and review of the impact limits, location of environmentally sensitive areas, and measures required to reduce impacts to avoided onsite and offsite biological resources.

BIO-2 If an action has potential to inadvertently impact avoided onsite or offsite biological resources, appropriate measures shall be developed and implemented prior to the start of ground disturbing activities to ensure all impacts occur only in the area of the proposed action. Appropriate measures may include control of sediment, erosion, and hazardous materials; demarcation of action area prior to implementation and maintenance of demarcation through the duration of implementation; and measures to ensure all actions that have potential to impact biological resources stay within the demarcated limits.

BIO-3 If an action has potential to adversely impact amphibian species (*e.g.*, may impact potential habitat for amphibians or may otherwise result in disturbance to amphibians from noise, light, or some other potentially disturbing activity), prior to the start of ground-disturbing activities, determine if a project falls within the mapped survey area for amphibian species (arroyo toad, California red-legged frog, and mountain yellow-legged frog [*Rana muscosa*]) and if suitable habitat is present, then focused surveys shall be required prior to ground-disturbing activities and the results shall be included in the habitat assessment. Focused surveys shall be conducted in accordance with accepted survey protocols for the arroyo toad, California red-legged frog, and mountain yellow-legged frog (USFWS Survey Protocol for the Arroyo Toad [1999], USFWS Revised Guidance on Site Assessments and Field Surveys for the California Red-Legged Frog [2005], and MSHCP Mountain Yellow-Legged Frog Survey Protocol). If a project is not located within an amphibian survey area, a statement to this effect shall be included in the and the results shall be included in the habitat assessment and no further action is required. If it is determined in the habitat assessment prepared by a qualified biologist that there is no potential habitat for amphibian species to occur within a project site, a conclusion that no suitable habitat is present on the site supported with solid evidence and no other measures are recommended shall be provided to the project applicant and the City of Wildomar Community Development Department. If conditions or circumstances change after the environmental analysis is conducted and prior to ground-disturbing activities associated with the action, then the validity of the results shall be confirmed, or an updated environmental analysis shall be conducted prior to impacting a project site.

If amphibian species are identified within a project site and a project cannot avoid (permanent or temporary) at least 90 percent of the occupied portion of the property that contributes to the long-term conservation value of the species, a DBESP shall be required. A justification by a qualified biologist regarding how the 90 percent and 10 percent determinations were made is required and shall be included in the DBESP. Refer to Figure 5.4-8, *Flow Chart to Guide Special-Status Wildlife (Amphibians) Recommendations*.

BIO-4 If an action has potential to adversely impact the burrowing owl (*Athene cunicularia*) (*e.g.*, may impact potential habitat or may otherwise result in disturbance to burrowing owls from noise, light, or some other potentially disturbing activity), prior to the start of ground-disturbing activities, determine if a project falls within the mapped (designated) survey area for the burrowing owl and if suitable habitat is present, then focused surveys shall be required prior to ground-disturbing activities and the results shall be included in the habitat assessment. Focused surveys shall be conducted in accordance with the MSHCP Burrowing Owl Survey Instructions and during the breeding season (survey window is March 1-August 31). If a project is not located within the burrowing owl survey area, include a statement to this effect and no further action is required. If it is determined in the habitat assessment prepared by a qualified biologist that there is no potential habitat for burrowing owls to occur within a project site, a conclusion that no suitable habitat is present on the site supported with solid evidence and no other measures are recommended shall be provided to the project applicant

and the City of Wildomar Community Development Department. If conditions or circumstances change after the environmental analysis is conducted and prior to ground-disturbing activities associated with the action, then the validity of the results shall be confirmed, or an updated environmental analysis shall be conducted prior to impacting a project site.

If burrowing owls are not found during focused surveys, documentation prepared by a qualified biologist shall include a written commitment to conduct pre-construction surveys for the burrowing owl in areas of suitable habitat no more than 30 days prior to the initiation of ground disturbance (*e.g.*, vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging, grading, etc.) to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities. If burrowing owls have colonized a project site prior to the initiation of ground-disturbing activities, the project proponent shall immediately inform the Regional Conservation Authority (RCA) and the Wildlife Agencies, such as the California Department of Fish and Wildlife, and will need to coordinate further with RCA and the Wildlife Agencies, including the possibility of preparing and getting approval of a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey will be required again to ensure burrowing owl has not colonized the site since it was last disturbed. If the burrowing owl is found, the same coordination described above shall be necessary.

If burrowing owls are identified within a project site and a project cannot avoid (permanent or temporary) at least 90 percent of the occupied portion of the property that contributes to the long-term conservation value of the species, a DBESP is required and a Burrowing Owl Protection and Relocation Plan shall be prepared, approved and implemented. A justification by a qualified biologist regarding how the 90 percent and 10 percent determinations were made is required and shall be included in the DBESP. Refer to Figure 5.4-9, *Flow Chart to Guide Burrowing Owl Recommendations*.

BIO-5 If an action has potential to adversely impact mammal species (*e.g.,* may impact potential habitat for mammals or may otherwise result in disturbance to mammals from noise, light, or some other potentially disturbing activity), prior to the start of ground-disturbing activities, determine if a project falls within the mapped survey area for mammal species (Aguanga kangaroo rat [*Dipodomys merriami collinus*], Los Angeles pocket mouse [*Perognathus longimembris brevinasus*], and San Bernardino kangaroo rat) and if suitable habitat is present, then focused surveys shall be required prior to ground-disturbing activities and the results shall be included in the habitat assessment. Focused surveys shall be conducted in accordance with accepted survey protocols for these species (MSHCP Biological Monitoring Program – Stephens' Kangaroo Rat [2006] and Survey Protocol for Los Angeles Pocket Mouse). If a project is not located within a mammal survey area, include a statement to this effect and no further action is required. If it is determined in the habitat assessment prepared by a qualified biologist that there is no potential habitat for mammal species to occur within a project site, a conclusion

that no suitable habitat is present on a site supported with solid evidence and no other measures are recommended shall be provided to the project applicant and the City of Wildomar Community Development Department. If conditions or circumstances change after the environmental analysis is conducted and prior to ground-disturbing activities associated with the action, then the validity of the results shall be confirmed, or an updated environmental analysis shall be conducted prior to impacting a project site.

If mammal species are identified within a project site and a project cannot avoid (permanent or temporary) at least 90 percent of the occupied portion of the property that contributes to the long-term conservation value of the species, a DBESP is required. A justification by a qualified biologist regarding how the 90 percent and 10 percent determinations were made is required and shall be included in the DBESP.

BIO-6 If an action has potential to adversely impact vernal pools or other suitable fairy shrimp habitats, then focused surveys shall be required prior to ground-disturbing activities and the results shall be included in the habitat assessment. Focused surveys shall be conducted pursuant to the USFWS Survey Guidelines for the Listed Large Branchiopods, which includes six listed fairy shrimp species, including those species covered under the MSHCP Section 6.1.2. Two seasons of fairy shrimp surveys are required. If it is determined in the habitat assessment prepared by a qualified biologist that there is no potential habitat for vernal pools or fairy shrimp species to occur within a project site, a conclusion that no suitable habitat is present on the site supported with solid evidence and no other measures are recommended shall be provided to the project applicant and the City of Wildomar Community Development Department. If conditions or circumstances change after the environmental analysis is conducted and prior ground-disturbing activities associated with the action, then the validity of the results shall be confirmed, or an updated environmental analysis shall be conducted prior to impacting a project site.

If fairy shrimp species are identified within a project site and a project cannot avoid (permanent or temporary) at least 90 percent of the occupied portion of the property that contributes to the long-term conservation value of the species, a DBESP is required. A justification by a qualified biologist regarding how the 90 percent and 10 percent determinations were made is required and shall be included in the DBESP. Refer to Figure 5.4-10, *Flow Chart to Guide Vernal Pools and Fairy Shrimp Recommendations*.

BIO-7 If an action has potential to adversely impact riparian bird species (least Bell's vireo, southwestern willow flycatcher, or yellow-billed cuckoo [*Coccyzus americanus*]), and if suitable habitat (nesting and/or foraging) is present, then protocol-level focused surveys shall be required. Focused surveys shall be conducted in accordance with accepted USFWS survey protocols for the least Bell's vireo, southwestern willow flycatcher, and yellow-billed cuckoo (Least Bell's Vireo Survey Guidelines [2001], A Natural History Summary and Survey Protocol for the Southwestern Willow Flycatcher [2010], and A Natural History Summary and Survey Protocol for the Western Distinct Population Segment of the Yellow-Billed Cuckoo [2016]).

If it is determined in the habitat assessment prepared by a qualified biologist that there is no potential habitat for riparian bird species to occur within a project site, a conclusion that no suitable habitat is present on the site supported with solid evidence and no other measures are recommended shall be provided to the project applicant and City of Wildomar Community Development Department. If conditions or circumstances change after the environmental analysis is conducted and prior to ground-disturbing activities associated with the action, then the validity of the results shall be confirmed, or an updated environmental analysis shall be conducted prior to impacting a project site.

If least Bell's vireo, southwestern willow flycatcher, or yellow-billed cuckoo are identified within a project site and a project cannot demonstrate 90 percent avoidance of the occupied portion of the property that contributes to the long-term conservation value of the species, a DBESP is required. This includes 100 meters of undeveloped landscape on a property adjacent to the habitat conserved. A justification by a qualified biologist regarding how the 90 percent and 10 percent determinations were made is required and shall be included in the DBESP. Refer to Figure 5.4-11, *Flow Chart to Guide Riparian Bird Species Recommendations.*

BIO-8 If an action has the potential to impact coastal California gnatcatcher, a habitat assessment shall be prepared by a qualified biologist to determine if suitable habitat is present in the area of the proposed action. If suitable habitat is present (*i.e.*, coastal sage scrub, Riversidean sage scrub) and an action has potential to adversely impact the coastal California gnatcatcher, avoid clearing, grubbing, grading, and associated construction actions in gnatcatcher occupied habitat within the Criteria Cells and/or PQP lands between March 1 and August 15. If this species is detected and a project may be potentially occupied and the habitat cannot be avoided, this habitat cannot be removed from March 1 to August 15 without conducting focused protocol-level surveys to prove absence. If it is determined in the habitat assessment prepared by a qualified biologist that there is no potential habitat for coastal California gnatcatcher to occur within a project site, a conclusion that no suitable habitat is present on the site supported with solid evidence and no other measures are recommended shall be provided to the project applicant and the City of Wildomar Community Development Department. Refer to Figure 5.4-12, *Flow Chart to Coastal Gnatcatcher Recommendations.*

BIO-9 If an action that may adversely impact birds or nests (*e.g.*, ground or vegetation disturbance, noise near nesting habitat) and is expected is to occur during the nesting season (generally February 1 through September 15), a pre-construction nesting-bird survey shall be conducted for all suitable nesting habitat within three days prior to ground-disturbing activities associated with the action. The survey shall be conducted by a qualified biologist within a project site plus a buffer for the project as determined by the qualified biologist (based on the action and what bird species may be impacted). If no nesting birds are observed during the survey, site preparation and construction activities may begin. If nesting birds (including nesting raptors) are found to be present, avoidance or minimization measures shall be undertaken to avoid potential project-related impacts. Measures may include seasonal work restrictions or establishment of a non-disturbance buffer around each active nest until nesting has been

completed as determined through periodic nest monitoring by the biologist. The size of the non-disturbance buffer shall be determined by the project biologist. Once nesting is deemed complete by the project biologist, work may resume within the buffer. Refer to Figure 5.4-13, *Flow Chart to Guide Special-Status Wildlife (Including Protected Birds/Nests) Recommendations*.

Impact 5.4-2

See Mitigation Measures BIO-1 and BIO-2.

BIO-10 If an action may impact sensitive natural vegetation communities, an environmental analysis to determine if there is potential for sensitive natural communities or other protected vegetation communities shall be conducted by a qualified biologist. If it is determined that in the habitat assessment prepared by a qualified biologist that there are no sensitive natural communities or other protected vegetation communities within a project site, no other measures are recommended. If sensitive natural communities (riparian habitat, riverine areas, vernal pools) are identified within the impact area (permanent and temporary, direct and indirect), appropriate measures to avoid, minimize, or mitigate for impacts to sensitive natural communities shall be implemented. If riparian/riverine resources and vernal pools are proposed for avoidance, the habitat assessment shall include a commitment to place a conservation easement or deed restriction over the area in order to demonstrate that the area will be protected in perpetuity. If a project cannot avoid riparian/riverine habitat and/or vernal pools in perpetuity (both permanent and temporarily), a DBESP shall be required that would propose mitigation that demonstrates equivalent or superior function and value, and shall be submitted to the City of Wildomar Community Development Department and applicable Wildlife Agencies. Refer to Figure 5.4-15, *Flow Chart to Guide Riparian Habitat/Riverine Areas and Vernal Pools*.

BIO-11 If an action will impact riparian habitat as determined by a qualified biologist, a Lake and Streambed Alteration Agreement, pursuant to Section 1602 of the California Department of Fish and Game Code shall be obtained prior to the start of ground disturbing activities. Minimization measures will be developed during consultation with CDFW as part of the Lake and Streambed Alteration Agreement process to ensure protections for affected fish and wildlife resources.

BIO-12 If an action has the potential to impact aquatic resources, an environmental analysis (*i.e.*, a preliminary aquatic resources delineation) shall be conducted to determine if potentially regulated aquatic resources occur within a project site. A qualified wetland delineator shall conduct the environmental analysis and it shall include review of the best available hydrological information, a reconnaissance-level site visit, and an evaluation of aquatic resources to determine the potential for regulated aquatic resources to occur within a project site. If it is determined in the habitat assessment prepared by a qualified biologist that there are no potentially regulated aquatic resources, no other measures are recommended and the habitat assessment shall be submitted to the City of Wildomar Community Development

Department and applicable Wildlife Agencies. If conditions or circumstances change after the environmental analysis is conducted and prior to ground-disturbing activities associated with the action, the validity of the results shall be confirmed or an updated environmental analysis shall be conducted prior to impacting a project site. Refer to Figure 5.4-16, *Flow Chart to Guide Aquatic Resources Recommendations.*

BIO-13 If an action may impact potentially regulated aquatic resources, an aquatic resources delineation shall be conducted by a qualified biologist for a project consistent with the methods detailed within the Corps of Engineers Wetlands Delineation Manual (Environmental Laboratory 1987), Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (USACE 2008), and State Wetlands Definitions and Procedures for Discharges of Dredged and Fill Material to Waters of the State, and local policies by the CDFW regarding their jurisdiction, following the definitions contained within the California Fish and Game Code pertaining to regulated resources (lakes, streams, and associated hydrophytic vegetation). If it is determined by a qualified biologist that potentially regulated aquatic resources are absent from a project site or will not be impacted by the action, no other measures are recommended and the habitat assessment shall be submitted to the City of Wildomar Community Development Department and USACE. If it is determined that potentially regulated aquatic resources may be impacted by the action, the delineation shall be submitted to the USACE, and a Preliminary Jurisdictional Determination or Approved Jurisdictional Determination shall be obtained. The project applicant shall obtain all required permits from the USACE and applicable agencies prior to the start of construction activities. Refer to Figure 5.4-16, *Flow Chart to Guide Aquatic Resources Recommendations.*

Impact 5.4-3

See Mitigation Measures BIO-1, BIO-2, BIO-7, BIO-8, and BIO-9.

BIO-14 If an action will substantially impact wildlife movement, established wildlife corridors, or impede the use of nursery sites, measures to avoid, minimize, or mitigate for significant impacts shall be determined in consultation with the appropriate regulatory agency (*e.g.,* CDFW, USFWS, NMFS) and implemented prior to the start of ground disturbing activities. Refer to Figure 5.4-17, *Flow Chart to Guide Wildlife Corridor and Movement Protection Recommendations*.

5.4.8 Level of Significance After Mitigation

Impact 5.4-1

Buildout of the Proposed General Plan could impact sensitive or special-status species known to occur in the City of Wildomar. Mitigation Measures BIO-1 and BIO-2 require worker environmental awareness training for biological resources and appropriate measures to avoid impacts to biological resources; Mitigation Measures BIO-3 through BIO-9 provide provisions to reduce impacts to wildlife species, such as an environmental analysis and other studies, as well as a pre-construction survey. However, even with the implementation of

Mitigation Measures BIO-1 through BIO-9, Impact 5.4-1 would be ***significant and unavoidable*** as project-specific information is unknown.

Impact 5.4-2

Impacts to sensitive natural communities, including riparian habitat and wetlands, could occur. Implementation of Mitigation Measures BIO-1 and BIO-2, as well as Mitigation Measures BIO-10 through BIO-13, which require an environmental analysis and DBESP for aquatic resources and natural vegetation communities, and a Lake or Streambed Alteration Notification, would be implemented. With the implementation of Mitigation Measures BIO-1, BIO-2, and BIO-10 through BIO-13, impacts would be reduced to less than significant with mitigation incorporated.

Impact 5.4-3

Buildout under the Proposed General Plan could impact wildlife movement in and around the City. See Mitigation Measures BIO-1, BIO-2, BIO-7, BIO-8, and BIO-9, as well as Mitigation Measure BIO-14, which requires measures to avoid, minimize, or mitigate for significant impacts to be implemented, would reduce impacts to wildlife movement and corridors. Therefore, with the implementation of Mitigation Measures BIO-1, BIO-2, BIO-7, BIO-8, BIO-9, and BIO-14, impacts would be reduced to less than significant with mitigation incorporated.

5.4.9 References

ECORP Consulting, Inc. (ECORP). 2024, March. Biological Resources Assessment: City of Wildomar General Plan Update. Appendix 5.4-1.

Western Riverside County Regional Conservation Authority (RCA). 2023. FAQs. https://www.wrc-rca.org/faqs/.

Riverside County Land Management Agency (RCTLMA). 2023a, November. Western Riverside County Multiple Species Habitat Conservation Plan. https://rctlma.org/multiple-species-habitat-conservation-plan-mshcp-volume-1-section-10

———. 2023b, November. Western Riverside County Multiple Species Habitat Conservation Plan. https://rctlma.org/western-riverside-county-multiple-species-habitat-conservation-plan-mshcp-2.

5.5 CULTURAL RESOURCES

Cultural resources comprise archaeological and historical resources. Archaeology studies human artifacts, such as places, objects, and settlements that reflect group or individual religious, cultural, or everyday activities. Historical resources include sites, structures, objects, or places that are at least 50 years old and are significant for their engineering, architecture, cultural use or association, etc. In California, historic resources cover human activities over the past 12,000 years. Cultural resources provide information on scientific progress, environmental adaptations, group ideology, or other human advancements. Section 5.18 *Tribal Cultural Resources,* includes an overview of existing conditions and analysis pertaining to tribal cultural resources. This section of the DEIR evaluates the potential for implementation of the proposed project to impact cultural resources in the City of Wildomar. The analysis in this section is based in part on the following information:

- *Cultural Resources Assessment for City of Wildomar General Plan Update, Riverside County, California*, ECORP Consulting, Inc., October 27, 2023

A complete copy of this study is included as Appendix 5.5-1 to this DEIR.

FOCAL POINT

This chapter concludes that future development under the Proposed General Plan could adversely impact existing and/or future historic resources in the City. There are four historic resources that have been evaluated as potentially eligible for future historic resources listing which may be vulnerable to development activities accompanying infill, redevelopment, or revitalization. The placement of new buildings adjacent to a historic resource or development activities to historic sites/structures have the ability to impact historic resources. In addition, other buildings or structures that could meet the National Register of Historic Places criteria upon reaching 50 years of age might be impacted by development or redevelopment activities that would be accommodated by the proposed project. As such, the loss and/or permanent alteration of historic resources could result in significant and unavoidable impacts. While ground-disturbing activities have the potential to impact archaeological resources and human remains, these impacts would be mitigated to a level of less than significant.

5.5.1 Environmental Setting

5.5.1.1 REGULATORY BACKGROUND

Federal Regulations

National Historic Preservation Act

The National Historic Preservation Act of 1966 coordinates public and private efforts to identify, evaluate, and protect the nation's historic and archaeological resources. The act authorized the National Register of Historic Places, which lists districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture.

Section 106 (Protection of Historic Properties) of the act requires federal agencies to take into account the effects of their undertakings on historic properties. Section 106 Review ensures that historic properties are considered during federal project planning and implementation. The Advisory Council on Historic Preservation, an independent federal agency, administers the review process with assistance from state historic preservation offices.

Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 regulates the protection of archaeological resources and sites on federal and Indian lands.

Native American Graves Protection and Repatriation Act (NAGPRA)

NAGPRA is a federal law passed in 1990 that mandates museums and federal agencies to return certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants or culturally affiliated Indian tribes.

National Register of Historic Places

The National Register of Historic Places (National Register) is the nation's official list of buildings, structures, objects, sites, and districts worthy of preservation because of their significance in American history, architecture, archaeology, engineering, and culture. It recognizes resources of local, state, and national significance which have been documented and evaluated according to uniform standards and criteria.

Authorized under the National Historic Preservation Act, the National Register is part of the national program to coordinate and support public and private efforts to identify, evaluate, and protect historic and archaeological resources. The National Register is administered by the National Park Service, which is part of the U.S. Department of the Interior.

To be eligible for listing in the National Register, a resource must meet at least one of the following criteria:

- Is associated with events that have made a significant contribution to the broad patterns of our history.
- Is associated with the lives of persons significant in our past.
- Embodies the distinctive characteristics of a type, period, or method of construction, represents the work of a master, possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction.
- Has yielded, or may be likely to yield, information important in history or prehistory.

To retain historic integrity, a property will always possess several and often most of the aspects of integrity. These are location, design, setting, materials, workmanship, feeling, and association.

State Regulations

California Public Resources Code

Archaeological and historical sites are protected under a wide variety of state policies and regulations in the California Public Resources Code (PRC). In addition, cultural and paleontological resources are recognized as nonrenewable resources and receive protection under the PRC and CEQA.

PRC Sections 5020 to 5029.5 continued the former Historical Landmarks Advisory Committee as the State Historical Resources Commission. The commission oversees the administration of the California Register of Historical Resources and is responsible for designating State Historical Landmarks and Historical Points of Interest.

PRC Sections 5079 to 5079.65 define the functions and duties of the Office of Historic Preservation, which administers federal- and state-mandated historic preservation programs in California as well as the California Heritage Fund.

PRC Sections 5097.9 to 5097.991 provide protection to Native American historical and cultural resources and sacred sites; identify the powers and duties of the Native American Heritage Commission (NAHC); require that descendants be notified when Native American human remains are discovered; and provide for treatment and disposition of human remains and associated grave goods.

California Register of Historical Resources

The State Historical Resources Commission has designed this program for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources. The California Register of Historic Resources (CRHR) is the authoritative guide to the state's significant historical and archaeological resources.

The CRHR program encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance; identifies historical resources for state and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protections under CEQA.

To be eligible for listing in the CRHR, a resource must meet at least one of the following criteria:

- Is associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.
- Is associated with the lives of persons important to local, California, or national history.
- Embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of a master; or possesses high artistic values.
- Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

In addition to having significance, resources must have integrity for the period of significance. The period of significance is the date or span of time within which significant events transpired or significant individuals made their important contributions. Integrity is the authenticity of a historical resource's physical identity as evidenced by the survival of characteristics or historic fabric that existed during the resource's period of significance. Alterations to a resource or changes in its use over time may change its historical, cultural, or architectural significance. Simply, resources must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR under Criterion 4 if it maintains the potential to yield significant scientific or historical information or specific data.

California Historical Landmarks

California Historical Landmarks are buildings, structures, sites, or places that have been determined to have statewide historical significance. The resource must be approved for designation by the county Board of Supervisors or the city council in whose jurisdiction it is located; be recommended by the State Historical Resources Commission; and be officially designated by the Director of California State Parks. A resource must meet at least one of these following criteria:

- Be the first, last, only, or most significant of its type in the state or within a large geographic region (northern, central, or southern California).
- Be associated with an individual or group having a profound influence on the history of California.
- Be a prototype of, or an outstanding example of, a period, style, architectural movement, or construction or is one of the more notable works or the best surviving work in a region of a pioneer architect, designer, or master builder.

California Points of Historical Interest

California Points of Historical Interest are sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. Points of Historical Interest designated after December 1997 and recommended by the State Historical Resources Commission are also listed in the CRHR. No historical resource may be designated as both a landmark and a point. If a point is subsequently granted as a landmark, the point designation is retired.

To be eligible for designation as a Point of Historical Interest, a resource must meet at least one of the following criteria:

- Be the first, last, only, or most significant of its type within the local geographic region (city or county).
- Be associated with an individual or group having a profound influence on the history of the local area.

- Be a prototype of, or an outstanding example of, a period, style, architectural movement or construction or be one of the more notable works or the best surviving work in the local region of a pioneer architect, designer, or master builder.

California Historic Building Code

The California Historic Building Code—California Code of Regulations, Title 24, Part 8—provides regulations for the preservation, restoration, rehabilitation, relocation, or reconstruction of buildings or properties designated as qualified historical buildings or properties. The California Historic Building Code is intended to provide solutions for the preservation of qualified historical buildings or properties, to promote sustainability, to provide access for persons with disabilities, to provide a cost-effective approach to preservation, and to provide for the reasonable safety of the occupants or users.

California Health and Safety Code

California Health and Safety Code Section 7050.5 requires that if human remains are discovered on the project area, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and recognizes or has reason to believe the human remains are those of Native American, he or she shall contact the NAHC by telephone within 24 hours.

Mills Act

Under the Mills Act, California Government Code Sections 50280 *et seq.*, a city or county may contract with the owner of any qualified historical property to restrict the use of the property. The owner continues to preserve the property and the State reduces property taxes. The City is not currently opted into the Mills Act (OHP 2023).

Regional Regulations

Riverside County Landmarks

The City of Wildomar is within Riverside County. To be eligible for consideration as a Riverside County Historic Landmark, a historic resource must be nominated through the following application and approval process:

A. Historical resources that may be considered by nomination include:

- Historical resources found as eligible for local, state, or national landmark status during CEQA cultural review.

- Historical resources found as eligible for local, state, or national landmark status during a historic resource survey.

- A historic resource or district already designated under a municipal or county preservation or landmark ordinance. Riverside County Historic Preservation Districts are established by a different set of criteria under Riverside County Ordinance 578 and are not established under the criteria and procedures contained in this document.

- Nominations for historic resources not already having some level of landmark designation, or found to be eligible for such, will be reviewed under the criteria under Subheading B.

B. The typology and criteria listed below are consistent with those developed by the California Office of Historic Preservation but have been modified for local application at the county level. Types of resources eligible for nomination include:

- Building: A resource, such as a house, bar, church, factory, hotel, or similar structure created principally to shelter or assist in carrying out any form of human activity.

  - **Site:** A site is the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself possessed historical, cultural, or archaeological value. A site need not be marked by physical remains if it is the location of a prehistoric or historic event. Nor is it required that a building, structure, or object marked the site at the time of its historic significance, occupation, or activity. Examples: trails, landscape features, battlefields, habitation sites, Native American ceremonial areas, and rock art.

  - **Structure:** The term "structure" is used to describe construction made for a functional purpose rather than creating human shelter. Examples: mines, flumes, roads, bridges, and tunnels.

  - **Object:** The term "object" is used to describe those constructions that are primarily artistic or commemorative in nature, relatively small in scale, and associated with a specific setting or environment. Objects that are located in museums are not eligible for landmark listing. Examples: fountains, monuments, maritime resources, sculptures, and boundary markers.

  - **Historic Districts:** A geographic area designated as containing multiple historic resources that collectively have a special character, or value—historic, cultural, architectural, archaeological, community, or aesthetic. A district must meet at least one of the criteria discussed below.

    To be considered a historic resource eligible for landmark listing, the resource must be at least 50 years of age at the time of nomination.

    A historical resource must be significant under one or more of the following criteria in order to qualify for listing as a Riverside County Historical Landmark.

    - Is associated with events that have made a significant contribution to the broad patterns of Riverside County's history and cultural heritage.

    - Is associated with events that have made a significant contribution to the broad patterns of Riverside County's history and cultural heritage.

- Is associated with the lives of persons important to the history of Riverside County or its communities.

- Embodies the distinctive characteristics of a type, period, Riverside County region, or method of construction, or represents the work of an important creative individual or possesses high artistic values.

- Has yielded or may be likely to yield, information important in Riverside County, state of California, or national prehistory or history.

- Integrity: Historical resources that have been preserved, rehabilitated, or restored according to the U.S. Secretary of Interiors Standards for integrity will be given the highest consideration in the approval process.

- Reconstructed buildings will not be considered for landmark status unless they are more than 50 years old and embody traditional building methods and techniques or they exhibit artistic values in the execution of the reconstruction.

Local Regulations

City of Wildomar Municipal Code

As per Chapter 15.18, Historical Building Code, of the Wildomar Municipal Code, the City has adopted the 2022 California Historical Building Code into Title 15 of the Wildomar Municipal Code.

Chapter 15.88, Historic Preservation Districts, of the Wildomar Municipal Code is intended to recognize, protect, preserve, and enhance sites and structures having historic significance within the City.

5.5.1.2 EXISTING CONDITIONS

City of Wildomar

Rancho La Laguna was a grant of three-square leagues made by Mexican governor Manuel Micheltorena to Julian Manriquez in 1844. Rancho La Laguna included Lake Elsinore and what is now the City of Wildomar. The land grant did not include the surrounding hills.

After Julian Manriquez died, Rancho La Laguna was sold to Abel Stearns in 1852. Stearns sold the rancho to Agustín Machado in 1858. When confirmed by the United States in 1872, the grant had an area of 13,339 acres. Machado's widow and 11 of the 12 children sold most of the rancho to an Englishman, Charles A. Sumner, in 1873. Sumner mortgaged his property in 1875 and lost the property through foreclosure and a sheriff's sale in 1877. The new owner sold the property to Frederick M. Sumner, the brother of Charles A. Sumner. In 1881, ownership was transferred to a San Francisco bank and in 1883, it was purchased by Franklin Heald, William Collier, and Donald Graham. The partners subdivided part of the property and began selling lots in what would become the Town of Elsinore. These partners divided the La Laguna Ranch property in 1885 with Collier and Graham taking the area southeast of Corydon Road, which became the City of Wildomar.

Wildomar began as the Car B station, established in 1884 by the California Southern Railroad Company (CSRR) six miles south of the Elsinore Junction station. The station began as a railroad car on a siding. The name was changed to Wildon and lots were surveyed and platted in 1885. Wildon was based on the names of William Collier and Donald Graham. A new plat was recorded in 1886 with the name changed to Wildomar. The name Wildomar was formed using Wildon plus part of the first name of Margaret Collier, wife of William Collier and sister of Donald Graham.

The original townsite was between Palomar Street and Grand Avenue and between Gruwell Street and Pasadena Avenue, according to the 1901 edition of the U.S. Geological Survey Elsinore Quadrangle. The Wildomar post office and the elementary school were established in 1886. With the arrival of many Quaker families from West Branch, Iowa, Wildomar became a Quaker colony. Wildomar was one of the election precincts and school districts when Riverside County was formed in 1893. Wildomar's growth slowed when the CSRR's tracks in Temecula Canyon were washed out for the final time in 1892, which severed the connection with San Diego; the tracks were not rebuilt. In 1927, the track in Railroad Canyon washed out and the Atchison, Topeka, & Santa Fe railroad track from Perris to Temecula was abandoned, after which Wildomar no longer had rail service. Wildomar remained a rural farming and horse ranching community for most of the 20th century. Wildomar was incorporated as a city on July 1, 2008, with a population of 28,000.

Records Search

A records search request to the Eastern Information Center of the California Historical Resources Information System was submitted on April 11, 2022. The Eastern Information Center returned the results on April 22, 2022, which indicated a total of 82 previously recorded cultural resources in the City (ECORP 2023). These previously recorded cultural resources consist of 26 pre–Spanish contact sites, 15 pre-contact isolates, 10 historic sites, 18 historic buildings or structures, 10 historic isolates, and 3 multicomponent sites comprising both historic and pre-contact components (ECORP 2023).

Types of Sites

Both pre-contact and historic sites are known to exist within the City of Wildomar. Pre-contact sites include lithic reduction sites, bedrock milling features, hearths, and remnants of habitation sites, and isolated pre-contact artifacts. Historic sites include privies or refuse scatters, irrigation systems, family homes, farms, and ranches (ECORP 2023).

Pre-contact sites are often found situated along the banks of rivers and streams (current and former) in locations that provide easy access to a variety of resources. Historic sites are located in similar areas; however, some resources sought by settlers encouraged land use in unfavorable locations. Historic buildings or structures are generally located in or near the center of the City, although some structures or buildings associated with ranching activities or homesteads may be located in more rural areas. Artifacts associated with all of these activities may be found throughout the City; however, these artifacts are isolated.

Built Environment Resources Database

The Built Environment Resources Database lists 14 properties within the City whose dates of occupancy or construction range between the years 1885 to 1940, and which range from single-family homes to health resorts, as shown in Table 5.5-1, *Previously Evaluated Built Environment Resources in the City*. Although none are currently listed on the CRHR or National Register of Historic Places (NRHP), four resources have been evaluated as potentially eligible, with a status code of 3S.

Table 5.5-1 Previously Evaluated Built Environment Resources in the City

Address	Name	Date of Construction	CRHR/NRHP Code
25025 Catt Road	--	1940	5S2
2525 Catt Road	Schwartz	1934	5S2
32785 Central Street	Judge William Collier Home, Lois Cook House		
21343 Dunn Street	Ben Taylor House	1934	3S
35880 Frederick Street	Heal Ranch, Robinson	1922	5S2
20619 Grand Avenue	--	1935	7N
21999 Grand Avenue	R.J. Brown	1886	3S
22060 Grand Avenue	Easterbrook	1886	3S
22180 Grand Avenue	--	1899	5S2
34860 Iodine Springs Road	Iodine Springs	1925	5S2
21680 Lime Street	--	1945	6Y
Palomar Street	Wildomar Bell	1887	5S2
21564 Palomar Street	--	1910	7N
21457 Pecan Street	Dr. O.S. Brown	1888	3S

Source: ECORP 2023.
Notes: CRHR = California Register of Historical Places, NRHP = National Register of Historic Places
3S: Appears eligible for NRHP individually through survey evaluation.
5S2: Individually eligible for local listing or designation.
6Y: Determined ineligible for NRHP by consensus through Section 106 process – Not evaluated for CR local listing.
7N: Needs to be reevaluated – formerly coded as may become NRHP eligible with specific conditions.

National Register of Historic Places

The National Register of Historic Places lists two properties near the City, both of which are in the City of Lake Elsinore. The first property is the Armory Hall—a meeting hall that was originally constructed in 1887 and used by the Grand Army of the Republic, a Civil War veterans' organization (ECORP 2023). The hall is at 252 North Main Street in Lake Elsinore, approximately 2 miles west of the City. The second property is the Crescent Bath House, which is also approximately 2 miles west of the City, at 201 West Graham Avenue. This mineral bath house was built in the 1880s with Moorish-style architecture at the area's largest mineral spring (ECORP 2023).

California Historic Landmarks

The nearest California Historic Landmark to the City of Wildomar is the Santa Rosa Rancho, which is approximately 4.5 miles south of the City in unincorporated Riverside County (ECORP 2023).

5.5.2 Thresholds of Significance

CEQA Guidelines Section 15064.5 provides direction on determining significance of impacts to archaeological and historical resources. Generally, a resource shall be considered "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated the with lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history. (PRC § 5024.1; 14 CCR § 4852)

The fact that a resource is not listed in the California Register of Historical Resources, not determined to be eligible for listing, or not included in a local register of historical resources does not preclude a lead agency from determining that it may be a historical resource.

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

C-1 Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.

C-2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.

C-3 Disturb any human remains, including those interred outside of dedicated cemeteries.

5.5.3 Proposed General Plan Goals and Policies

Land Use Element

GOAL LU 1 Administration: The General Plan is utilized as the guiding planning document for the City and as the basis for regional collaboration.

- **Policy LU-1.3 Development Clustering and Density Transfers.** Allow development clustering and/or density transfers to preserve open space, natural resources, cultural and/or biologically sensitive resources.

GOAL LU 13 Open Spaces: Open space lands are preserved as natural resources, utilized to buffer land uses and enhance community aesthetics, and protected from adverse impacts of new development.

- **Policy LU-13.1 Preservation of Open Space Lands.** Provide for permanent preservation of open space lands that contain important natural resources, hazards, water features, watercourses, and scenic and recreational value.

Open Space and Conservation Element

GOAL OS 1: Biological resources are protected from development, conserved, restored, and enhanced.

- **Policy OS-1.4 Rewilding and Habitat Restoration.** Pursue opportunities for rewilding and restoring critical habitats for sensitive species that include, but are not limited to the following: preserving, enhancing, restoring, and expanding an integrated network of open space to support beneficial uses, such as habitat, recreation, natural resources, historic and tribal resources, water management, and aesthetics.

GOAL OS 4: Cultural and historical resources that are protected, enhanced, and restored for the education, appreciation, and enjoyment of future generations.

- **Policy OS-4.1 Adaptive Reuse.** Repurpose buildings or structures of historical significance to preserve, maintain, and enhance them for future use, where appropriate and feasible.

- **Policy OS-4.2 Tribal Consultation.** Consult Native American tribes as part of the SB 18 and AB 52 regulations on projects that could potentially have an impact on archaeological sites and other culturally significant properties. Ensure that any inadvertent discoveries of Native American cultural resources are treated with ap-propriate dignity.

- **Policy OS-4.3 Paleontological and Archaeological Resources.** Require new development to avoid if possible and to minimize impacts to paleontological and archaeological resources in accordance with the requirements of CEQA.

- **Policy OS-4.4 Historic and Cultural Resources Inventory.** Maintain and periodically update an inventory of recognized historic and cultural resources of local, regional or national significance, and those that might be eligible for recognition, in consultation with interested parties such as the Wildomar Historical Society.

5.5.4 Environmental Impacts

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.5-1: Future development under the proposed project could impact an identified historic resource. [Threshold C-1]

Future development under the Proposed General Plan could adversely impact current and/or future historic resources within the City through changes to accommodate adaptive reuse, removal, or reconstruction. Known or future historic sites or resources listed in the national, California, or local registers maintained by the City would be protected through local ordinances, the Proposed General Plan policies, and state and federal regulations restricting alteration, relocation, and demolition of historical resources.

Implementation of the Proposed General Plan policies, such as Policy LU-1.3, which allows for clustering of development to preserve culturally sensitive resources, and Policy OS-4.1, which encourages adaptive reuse of structures of historical significance for preservation, as well as compliance with state and federal regulations would ensure that development would not result in adverse impacts to identified historic and cultural resources. While regulations provide a process for recognizing historic buildings and places, they do not prevent the reuse or modification of such resources.

At the time a development project is proposed adjacent to or near a known or potential historic structure or resource, the project-level CEQA document of the development project would need to identify any impacts, direct or indirect, that the project could have on the identified historic structure or resource. The CEQA Guidelines require a project that will have potentially adverse impacts on historical resources to conform to the Secretary of Interior's Standards for the Treatment of Historic Properties in order to mitigate any such impacts to a level of insignificance.

It is also important to note that the Proposed General Plan is a regulatory document that sets the framework for future growth and development in the City and does not directly result in development. Before any development or redevelopment activities can occur in the City, all such activities are required to be analyzed for conformance with the General Plan, zoning requirements, and other applicable local, state, and federal requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits. Therefore, adoption of the proposed project in itself would not lead to demolition or material alteration of any historic resource.

However, identified historic structures and sites that are potentially eligible for future historic resources listing may be vulnerable to development activities accompanying infill, redevelopment, or revitalization that would be accommodated by the proposed project. For instance, the placement of new buildings adjacent to a historic resource may result in indirect impacts to access, visibility, and visual context, while renovations or modifications to historic resources may deteriorate or destroy the characteristics that make those resources important or unique. In addition, other buildings or structures that could meet the NHRP criteria upon reaching 50 years of age might be impacted by development or redevelopment activities that would be accommodated by the proposed project. Regardless of the implementation of the Proposed General Plan policies and state regulations, some historic properties may be significantly affected by implementation of the proposed project; the loss and/or permanent alteration of historic resources would result in potentially significant impacts.

Level of Significance Before Mitigation: Impact 5.5-1 would be potentially significant.

Mitigation Measures

CUL-1 **Site-Specific Cultural Resources Study and Evaluation of Resources.** For projects that are on land that has not previously been developed, or will involve construction on areas where no previous ground disturbance or excavation has occurred, or for structures that are 50 years of age, a site-specific cultural resources study shall be completed prior to project approval. This site-specific cultural resources study shall include, but not be limited to a, records search with the California Historical Resource Information System, review of historical documents, a Sacred Lands File search with the NAHC, and a field survey/site effort. The findings of the study shall be submitted as a report that follows the California Office of Historic Preservation's recommended content and format. The report will provide the historic context, methods, results, and recommendations for appropriate findings.

Level of Significance After Mitigation: Impact 5.5-1 would be significant and unavoidable.

Impact 5.5-2: Future development of the proposed project could impact archaeological resources. [Threshold C-2]

Archaeological resources are the material evidence of human culture and activity in the past, and include artifacts, features, sites, and associated documentation. Long-term implementation of the Proposed General Plan could allow development (*e.g.*, new development, infill development, redevelopment, and revitalization/restoration), including grading of known and unknown sensitive areas. Grading and construction activities of undeveloped areas or redevelopment that requires more intensive soil excavation than in the past could potentially cause the disturbance of archaeological resources. Therefore, future development that would be accommodated by the proposed project could potentially unearth previously unrecorded resources.

Archaeological sites are protected by a wide variety of state policies and regulations enumerated under the California Public Resources Code. Cultural resources are also recognized as nonrenewable and therefore receive protection under the California Public Resources Code and CEQA. Per Public Resources Code Section 21083.2, the CEQA lead agency is required to determine whether a development project may have a significant effect on archaeological resources. If the lead agency determines that the project may have a significant effect on unique archaeological resources, the project-level CEQA document being prepared for the development project is required to address the issue of those resources.

The Proposed General Plan includes the following policies which would minimize impacts to archaeological resources: Policy LU-1.3, which allows for the clustering of development to preserve culturally sensitive resources, and Policy OS-4.3, which requires new development to avoid and minimize impacts to archaeological resources.

The Proposed General Plan is a regulatory document that sets the framework for future growth and development in the City and does not result in development in and of itself. Before any development or development activities can occur, they must be analyzed for conformance with the General Plan, zoning

requirements, and other applicable local and state requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits.

Long-term implementation of the Proposed General Plan could allow development (*e.g.*, infill development, redevelopment, and revitalization/restoration), including grading of known and unknown sensitive areas. Grading activities of undeveloped areas or redevelopment that requires more intensive soil excavation than in the past could potentially cause the disturbance of archaeological resources. Therefore, impacts would be potentially significant. All development projects in the City would be required to implement Mitigation Measures TCR-1 through TCR-8, which outline procedures and requirements for the inadvertent discovery of archaeological resources, cultural resources disposition, retaining an archeologist, retaining Native American monitors from the Pechanga and Soboba tribes, preparation of archaeology Phase III and Phase IV reports, non-disclosure of reburial sites for inadvertent discoveries, and implementing no-build easements for reburial sites. With the implementation of Mitigation Measures TCR-1 through TCR-8, impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.5-2 would be potentially significant.

Mitigation Measures

See Mitigation Measure TCR-1 through Mitigation Measure TCR-8 in Section 5.18, *Tribal Cultural Resources*.

Level of Significance After Mitigation: Impact 5.5-2 would be less than significant.

Impact 5.5-3: Future grading activities could potentially disturb human remains. [Threshold C-3]

California Health and Safety Code, Section 7050.5; CEQA Guidelines Section 15064.5; and Public Resources Code, Section 5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery. Specifically, California Health and Safety Code, Section 7050.5 requires that if human remains are discovered on a project site, excavation or disturbance of the site shall cease until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority, and if the coroner recognizes or has reason to believe the human remains are those of a Native American, he or she shall contact the Native American Heritage Commission by telephone within 24 hours. Soil-disturbing activities associated with development in accordance with the Proposed General Plan could result in the discovery of human remains. Impacts would be potentially significant. However, all development projects in the City would be required to implement Mitigation Measure CUL-2, which requires compliance with State Health and Safety Code Section 7050.5 and Public Resource Code Section 5097.98(b), and Mitigation Measure TCR-7, which requires the non-disclosure of reburial sites for inadvertent discoveries. Therefore, impacts would be less than significant upon implementation of Mitigation Measure CUL-2 and Mitigation Measure TCR-7.

Level of Significance Before Mitigation: Impact 5.5-3 would be potentially significant.

Mitigation Measures

See Mitigation Measure TCR-7 in Section 5.18, *Tribal Cultural Resources*.

CUL-2 **Human Remains.** If potential human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant" (MLD). The MLD shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. No photographs are to be taken of any human remains and/or cremations except by the coroner, with written approval by the consulting tribe(s).

Level of Significance After Mitigation: Impact 5.5-3 would be less than significant.

5.5.5 Cumulative Impacts

The cumulative context associated with the proposed project includes proposed, planned, reasonably foreseeable, and approved projects in the City and surrounding region. Much development has occurred in the region prior to protections for historic and prehistoric resources. Past urban development in the region has likely resulted in adverse impacts to historical and prehistoric resources, and there is potential for present and future development activities to affect undiscovered cultural resources and human remains. Federal, state, and local regulations provide protections for historical resources, but protection may not always be feasible. For these reasons, cumulative effects of future development on cultural resources, tribal cultural resources, and human remains are considered significant.

Future development and redevelopment pursuant to the Proposed General Plan and other development projects in the surrounding area would involve grading and excavation activities on individual sites, which could uncover cultural resources. Compliance with local, state, and federal regulations would reduce impacts on cultural resources as a result of new development or redevelopment projects. Although proposed policies and mitigation are proposed to reduce impacts to historic resources, impacts would still occur. Therefore, development under the Proposed General Plan would result in a cumulatively considerable contribution to the significant cumulative impact on historic resources. This impact is cumulatively considerable.

5.5.6 Level of Significance Before Mitigation

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.5-1** Implementation of the Proposed General Plan could impact historic resources.

- **Impact 5.5-2** Implementation of the Proposed General Plan could impact archaeological resources.
- **Impact 5.5-3** Implementation of the Proposed General Plan could impact human remains.

5.5.7 Mitigation Measures

Impact 5.5-1

CUL-1 **Site-Specific Cultural Resources Study and Evaluation of Resources.** For projects that are on land that has not previously been developed, or will involve construction on areas where no previous ground disturbance or excavation has occurred, or for structures that are 50 years of age, a site-specific cultural resources study shall be completed prior to project approval. This site-specific cultural resources study shall include, but not be limited to a, records search with the California Historical Resource Information System, review of historical documents, a Sacred Lands File search with the NAHC, and a field survey/site effort. The findings of the study shall be submitted as a report that follows the California Office of Historic Preservation's recommended content and format. The report will provide the historic context, methods, results, and recommendations for appropriate findings.

Impact 5.5-2

See Mitigation Measure TCR-1 through Mitigation Measure TCR-8 in Section 5.18, *Tribal Cultural Resources*.

Impact 5.5-3

See Mitigation Measure TCR-7 in Section 5.18, *Tribal Cultural Resources*.

CUL-2 **Human Remains.** If potential human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant" (MLD). The MLD shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. No photographs are to be taken of any human remains and/or cremations except by the coroner, with written approval by the consulting tribe(s).

5.5.8 Level of Significance After Mitigation

Impact 5.5-1

Mitigation Measures CUL-1, which requires site-specific cultural resources study and evaluation of resources for projects, would reduce potential impacts associated with historic resources. However, if a proposed project would result in the demolition or significant alteration of a historical resource, it cannot be mitigated to a less than significant level. As a result, impacts on historic resources as a result of future development in accordance with the proposed General Plan Update are ***significant and unavoidable***.

Impact 5.5-2

Mitigation Measures TCR-1 through TCR-8, which outline procedures and requirements for the inadvertent discovery of archaeological resources, cultural resources disposition, retaining an archeologist, retaining Native American monitors from the Pechanga and Soboba tribes, preparation of archaeology Phase III and Phase IV reports, non-disclosure of reburial sites for inadvertent discoveries, and implementing no-build easements for reburial sites, would reduce impacts to less than significant.

Impact 5.5-3

Mitigation Measure CUL-2, which requires compliance with State Health and Safety Code Section 7050.5 and Public Resource Code Section 5097.98(b), and Mitigation Measure TCR-7, which requires non-disclosure of reburial sites for inadvertent discoveries, would reduce impacts to less than significant.

5.5.9 References

ECORP Consulting, Inc. (ECORP). 2023, October 27. Cultural Resources Assessment for City of Wildomar General Plan Update, Riverside County, California. Appendix 5.5-1.

Office of Historic Preservation (OHP). 2023. Mills Act Contacts. https://ohp.parks.ca.gov/?page_id=30346.

5.6 ENERGY

Public Resources Code Section 21100(b)(3) requires that an EIR include a detailed statement with mitigation measures proposed to minimize significant effects on the environment, including but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy. Appendix F of State CEQA Guidelines states that, in order to ensure that energy implications are considered in project decisions, the potential energy implications of a project shall be considered in an EIR, to the extent relevant and applicable to the project. Appendix F further states that a project's energy consumption and proposed conservation measures may be addressed, as relevant and applicable, in the project description, environmental setting, and impact analysis portions of technical sections, as well as through mitigation measures and alternatives.

In accordance with Appendices F and G of the State CEQA Guidelines, this DEIR includes relevant information and analyses that address the energy implications of the Wildomar Proposed General Plan (Proposed General Plan or proposed project). This section summarizes the proposed project's anticipated energy needs, impacts, and conservation measures. The analysis in this section is based on vehicle miles traveled provided by Chen Ryan Associates (Appendix 5.17-1), electricity use data provided by the Southern California Edison (SCE), and natural gas use data provided by the Southern California Gas Company (SoCalGas) (Appendix 5.3-1).

FOCAL POINT

This section includes a discussion of the energy impacts of the existing environment that would potentially be altered by implementation of the proposed project. Cumulative impacts related to energy impacts would be within the Southern California Edison and Southern California Gas service areas.

Future development projects within the City would temporarily increase demands for energy use during construction activities. However, the construction contractors shall implement practices to limit wasteful and unnecessary energy consumption during construction (*e.g.,* California Code of Regulations Title 13, Article 4.8, Chapter 9, Section 2449). Therefore, the Proposed General Plan would not result in wasteful, inefficient, or unnecessary consumption of fuel use during construction.

Due to population growth associated with the Proposed General Plan, new development could create additional demands for electricity and natural gas, and may increase overall vehicle miles traveled (VMT) compared to existing conditions. However, future development would be required to comply with the current and future updates to the Building Energy Efficiency Standards and CALGreen. Compliance with these regulations would encourage energy-efficient building practices and renewable energy strategies to reduce the City's energy consumption. Compliance with fuel efficiency regulations (*e.g.*, Corporate Average Fuel Economy [CAFE] standards) would contribute to more fuel-efficient vehicles and less demand in fuels. Additionally, the Proposed General Plan includes policies related to land use, transportation planning, energy efficiency, public and active transit, and renewable energy generation that would contribute to minimizing building and transportation-related energy demands. Overall, energy impacts associated with implementation and operation of land uses accommodated under the Proposed General Plan would be less than significant.

Lastly, implementation of the Proposed General Plan would not conflict with or obstruct implementation of California's Renewables Portfolio Standard (RPS) program, and no impact would occur.

5.6.1 Environmental Setting

Federal, state, and local laws, regulations, plans, or guidelines related to energy that are potentially applicable to the proposed project are summarized herein.

5.6.1.1 REGULATORY BACKGROUND

Federal Regulations

Federal Energy Policy and Conservation Act

The Energy Policy and Conservation Act of 1975 was established in response to the 1973 oil crisis. The act created the Strategic Petroleum Reserve, established vehicle fuel economy standards, and prohibited the export of US crude oil (with a few limited exceptions). It also created Corporate Average Fuel Economy (CAFE) standards for passenger cars starting in model year 1978. The CAFE standards are updated periodically to account for changes in vehicle technologies, driver behavior, and/or driving conditions.

The federal government issued new CAFE standards in 2012 for model years 2017 to 2025 that required a fleet average of 54.5 miles per gallon (mpg) for model year 2025. However, on March 30, 2020, the US Environmental Protection Agency (EPA) finalized an updated CAFE and greenhouse gas (GHG) emissions standards for passenger cars and light trucks and established new standards covering model years 2021 through 2026, known as the Safer Affordable Fuel Efficient (SAFE) Vehicles Final Rule for Model Years 2021–2026. Under SAFE, the fuel economy standards will increase 1.5 percent per year compared to the 5 percent per year under the CAFE standards established in 2012. Overall, SAFE requires a fleet average of 40.4 mpg for model year 2026 vehicles (85 Federal Register 24174 (April 30, 2020)).

On December 21, 2021, under direction of Executive Order (EO) 13990 issued by President Biden, the National Highway Traffic Safety Administration repealed SAFE Rule Part One, which had preempted state and local laws related to fuel economy standards. In addition, the National Highway Traffic Safety Administration finalized new fuel standards in response to EO 13990. Fuel efficiency under the standards will increase 8 percent annually for model years 2024 to 2025 and 10 percent annually for model year 2026. Overall, the new CAFE standards require a fleet average of 49 mpg for passenger vehicles and light trucks for model year 2026, which would be a 10 mpg increase relative to model year 2021 (Federal Register 2022).

On July 28, 2023, National Highway Traffic Safety Administration (NHTSA) proposed new CAFE standards for passenger cars and light trucks built in model years 2027-2032, and new fuel efficiency standards for heavy-duty pickup trucks and vans built in model years 2027-2035. If finalized, the proposal would require an industry fleet-wide average of approximately 58 miles per gallon for passenger cars and light trucks in model year 2032, by increasing fuel economy by 2 percent year over year for passenger cars and by 4 percent year over year for light trucks. For heavy-duty pickup trucks and vans, the proposal would increase fuel efficiency by 10 percent year over year (NHTSA 2023).

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (Public Law 110-140) seeks to provide the nation with greater energy independence and security by increasing the production of clean renewable energy fuels; improving vehicle fuel economy; and increasing the efficiency of products, buildings, and vehicles. It also seeks to improve the energy performance of federal government. The act sets increased CAFE Standards; the Renewable Fuel Standard; appliance energy efficiency standards; building energy efficiency standards; and accelerated research and development tasks on renewable energy sources (*e.g.,* solar energy, geothermal energy, and marine and hydrokinetic renewable energy technologies), carbon capture, and sequestration (US EPA 2023).

Energy Policy Act of 2005

Passed by Congress in July 2005, the Energy Policy Act includes a comprehensive set of provisions to address energy issues. This act includes tax incentives for energy conservation improvements in commercial and residential buildings, fossil fuel production and clean coal facilities, and construction and operation of nuclear power plants, among other things. Subsidies are also included for geothermal, wind energy, and other alternative energy producers.

National Energy Policy

Established in 2001 by the National Energy Policy Development Group, the National Energy Policy is designed to help the private sector and state and local governments promote dependable, affordable, and environmentally sound production and distribution of energy for the future. Key issues addressed by the energy policy are energy conservation, repair and expansion of energy infrastructure, and ways of increasing energy supplies while protecting the environment.

Natural Gas Pipeline Safety Act of 1968

The Natural Gas Pipeline Safety Act of 1968 authorizes the United States Department of Transportation to regulate pipeline transportation of flammable, toxic, or corrosive natural gas and other gases as well as the transportation and storage of liquefied natural gas. The Pipeline and Hazardous Materials Safety Administration within the Department of Transportation develops and enforces regulations for the safe, reliable, and environmentally sound operation of the nation's 2.6-million-mile pipeline transportation system.

Inflation Reduction Act of 2022 (IRA)

On August 16, 2022, President Biden signed the IRA with eight titles, each providing provisions that address issues related to climate change. Some of the titles provide funding for new tax credits for electricity from clean and renewable resources, to increase energy or water efficiency for affordable housing projects, to the Department of Energy for energy rebates and energy infrastructure, and to the Federal Emergency Management Agency for low-carbon building materials and low- or no-emission energy projects.

State Regulations

California Energy Commission

The California Energy Commission (CEC) was created in 1974 under the Warren-Alquist Act as the State's principal energy planning organization to meet the energy challenges facing the state in response to the 1973 oil embargo. The CEC is charged with six basic responsibilities when designing state energy policy:

- Forecast statewide electricity needs.
- License power plants to meet those needs.
- Promote energy conservation and efficiency measures.
- Develop renewable energy resources and alternative energy technologies.
- Promote research, development, and demonstration.
- Plan for and direct the state's response to energy emergencies.

California Public Utilities Commission

In September 2008, the California Public Utilities Commission (CPUC) adopted the Long-Term Energy Efficiency Strategic Plan, which provides a framework for energy efficiency in California through the year 2020 and beyond. It articulates a long-term vision, as well as goals for each economic sector, identifying specific near-term, mid-term, and long-term strategies to assist in achieving these goals. This plan sets the following four goals, known as Big Bold Energy Efficiency Strategies, to achieve significant reductions in energy demand:

- All new residential construction in California will be zero net energy by 2020.
- All new commercial construction in California will be zero net energy by 2030.
- Heating, Ventilation and Air Conditioning (HVAC) will be transformed to ensure that its energy performance is optimal for California's climate.
- All eligible low-income customers will be given the opportunity to participate in the low-income energy efficiency program by 2020.

With respect to the commercial sector, the Long-Term Energy Efficiency Strategic Plan notes that commercial buildings, which include schools, hospitals, and public buildings, consume more electricity than any other end-use sector in California. The commercial sector's five billion-plus square feet of space accounts for 38 percent of the state's power use and over 25 percent of natural gas consumption. Lighting, cooling, refrigeration, and ventilation account for 75 percent of all commercial electric use, while space heating, water heating, and cooking account for over 90 percent of gas use. In 2006, schools and colleges were in the top five facility types for electricity and gas consumption, accounting for approximately 10 percent of state's electricity and gas use (CPUC 2011).

The CPUC and CEC have adopted the following goals to achieve zero net energy (ZNE) levels by 2030 in the commercial sector:

Goal 1: New construction will increasingly embrace zero net energy performance (including clean, distributed generation), reaching 100 percent penetration of new starts in 2030.

Goal 2: 50 percent of existing buildings will be retrofitted to zero net energy by 2030 through achievement of deep levels of energy efficiency and with the addition of clean distributed generation.

Goal 3: Transform the commercial lighting market through technological advancement and innovative utility initiatives.

Renewables Portfolio Standard

Senate Bills 1078, 107, X1-2, and Executive Order S-14-08

The RPS Program was established in 2002 under SB 1078 (Sher) and 107 (Simitian). The RPS program required investor-owned utilities, electric service providers, and community choice aggregators to increase the use of eligible renewable energy resources to 33 percent of total procurement by 2020. Initially under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010. EO S-14-08 was signed in November 2008, which expanded the state's Renewable Energy Standard to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). The CPUC is required to provide quarterly progress reports on progress toward RPS goals. This has accelerated the development of renewable energy projects throughout the state. For year 2020, the three largest retail energy utilities provided an average of 43 percent of their supplies from renewable energy sources. Community choice aggregators provided an average of 41 percent of their supplies from renewable sources (CPUC 2021).

Senate Bill 350

Governor Jerry Brown signed SB 350 on October 7, 2015, which expands the RPS by establishing a goal of 50 percent of the total electricity sold to retail customers in California per year by December 31, 2030. In addition, SB 350 includes the goal to double the energy efficiency savings in electricity and natural gas final end uses (such as heating, cooling, lighting, or class of energy uses upon which an energy efficiency program is focused) of retail customers through energy conservation and efficiency. The bill also requires the CPUC, in consultation with the CEC, to establish efficiency targets for electrical and gas corporations consistent with this goal. SB 350 also provides for the transformation of the California Independent System Operator into a regional organization to promote the development of regional electricity transmission markets in the western states and to improve the access of consumers served by the California Independent System Operator to those markets, pursuant to a specified process.

Senate Bill 100

On September 10, 2018, Governor Brown signed SB 100, which replaces the SB 350 requirements. Under SB 100, the RPS for public-owned facilities and retail sellers consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. SB 100 also established a new RPS requirement of 50 percent by

2026. Furthermore, the bill establishes an overall state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under the bill, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Senate Bill 1020

SB 1020 was signed into law on September 16, 2022. It requires renewable energy and zero-carbon resources to supply 90 percent of all retail electricity sales by 2035 and 95 percent by 2040. Additionally, SB 1020 requires all state agencies to procure 100 percent of electricity from renewable energy and zero-carbon resources by 2045.

Appliance Efficiency Regulations

California's Appliance Efficiency Regulations contain energy performance, energy design, water performance, and water design standards for appliances (including refrigerators, ice makers, vending machines, freezers, water heaters, fans, boilers, washing machines, dryers, air conditioners, pool equipment, and plumbing fittings) that are sold or offered for sale in California (California Code of Regulations Title 20, Parts 1600–1608). These standards are updated regularly to allow consideration of new energy efficiency technologies and methods (CEC 2023a).

Title 24, Part 6, Energy Efficiency Standards

Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977 (Title 24, Part 6, of the California Code of Regulations [CCR]). Title 24 Part 6 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods.

On August 11, 2021, the CEC adopted the 2022 Building Energy Efficiency Standards, which were subsequently approved by the California Building Standards Commission in December 2021. The 2022 standards went into effect on January 1, 2023, replacing the 2019 standards. The 2022 standards require mixed-fuel single-family homes to be electric-ready to accommodate replacement of gas appliances with electric appliances. In addition, the new standards also include prescriptive photovoltaic system and battery requirements for high-rise, multifamily buildings (*i.e.,* more than three stories) and noncommercial buildings such as hotels, offices, medical offices, restaurants, retail stores, schools, warehouses, theaters, and convention centers (CEC 2021).

Title 24, Part 11, Green Building Standards

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (24 CCR Part 11, known as "CALGreen") was adopted as part of the California Building Standards Code. It includes mandatory requirements for new residential and nonresidential buildings throughout California. CALGreen is intended to: 1) reduce GHG emissions from buildings; 2) promote environmentally responsible, cost-effective, healthier places to live and

work; 3) reduce energy and water consumption; and 4) respond to the directives by the governor. The mandatory provisions of CALGreen became effective January 1, 2011, and were last updated in 2022. The 2022 CALGreen update, which was approved as part of the 2022 Energy Code, became effective on January 1, 2023, and provides updates to the residential and non-residential voluntary measures.

Overall, CALGreen reduces construction waste, makes buildings more efficient in the use of materials and energy, and reduces environmental impacts during and after construction. It contains requirements for construction site selection, stormwater control during construction, construction waste reduction, indoor water use reduction, materials selection, natural resource conservation, and site irrigation conservation, etc. It provides for design options, allowing the designer to determine how best to achieve compliance for a given site or building condition. CALGreen also requires building commissioning, which is a process for verifying that all building systems (*e.g.,* heating and cooling equipment and lighting systems) are functioning at their maximum efficiency (CBSC 2022).

Assembly Bill 1493

California vehicle GHG emission standards were enacted under AB 1493 (Pavley I). Pavley I is a clean-car standard that reduced GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016 and was anticipated to reduce GHG emissions from new passenger vehicles by 30 percent in 2016. California implements the Pavley I Standards through a waiver granted to California by the EPA. In 2012, the EPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG emissions standards for model year 2017 through 2025 light-duty vehicles. In January 2012, the California Air Resources Board approved the Pavley Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases and requirements for greater numbers of zero-emission vehicles into a single package of standards. Under California's Advanced Clean Car program, by 2025, new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions (CARB 2017).

Executive Order N-79-20

On September 23, 2020, EO N-79-20 was issued to set a time frame for the transition to zero-emissions (ZE) passenger vehicles, trucks, and off-road equipment. It directs the California Air Resources Board to develop and propose:

- Passenger vehicle and truck regulations requiring increasing volumes of new zero-emission vehicles (ZEV) sold in California toward the target of 100 percent of in-state sales by 2035.

- Medium- and heavy-duty vehicle regulations requiring increasing volumes of new ZE trucks and buses sold and operated in California toward the target of 100 percent of the fleet transitioning to ZEVs by 2045 everywhere feasible, and for all drayage trucks to be ZE by 2035.

- Strategies to achieve 100 percent zero emissions from all off-road vehicles and equipment operations in California by 2035, in cooperation with other state agencies, the EPA, and local air districts.

On August 25, 2022, CARB adopted the Advanced Clean Cars II (ACC II) regulations that codifies the EO goal of 100 percent of in-state sales of new passenger vehicles and trucks are ZE by 2035. Starting in year 2026, ACC II requires that 35 percent of new vehicles sold be ZE or plug-in hybrids (CARB 2024).

Advanced Clean Fleets Regulation

In April 2023, CARB released the Advanced Clean Fleets (ACF) regulation to accelerate the transition to zero-emission medium- and heavy-duty vehicles (CARB 2023a). In conjunction with the Advanced Clean Trucks regulation, the ACF regulations help to ensure that medium- and heavy-duty ZEVs are brought to the market, by requiring certain fleets to purchase ZEVs. The ACF ZEV phase-in approach which provides initial focus where the best fleet electrification opportunities exist, sets clear targets for regulated fleets to make a full conversion to ZEVs, and creates a catalyst to accelerate development of a heavy-duty public infrastructure network.

The ACF regulations cover four main elements:

1. **Manufacturer sales mandate.** Manufacturers may sell only zero-emission medium- and heavy-duty vehicles starting in 2036.
2. **Drayage fleets.**[1] Beginning January 1, 2024, trucks must be registered in the CARB Online System to conduct drayage activities in California. Non-zero-emission "legacy" drayage trucks may register in the CARB Online System through December 31, 2023. Legacy drayage trucks can continue to operate through their minimum useful life. Beginning January 1, 2024, only zero-emission drayage trucks may register in the CARB Online System. All drayage trucks entering seaports and intermodal railyards would be required to be zero-emission by 2035.
3. **High priority and federal fleets.** High priority and federal fleets must comply with the Model Year Schedule or may elect to use the optional ZEV Milestones Option to phase-in ZEVs into their fleets:
   - Model Year Schedule: Fleets must purchase only ZEVs beginning 2024 and, starting January 1, 2025, must remove internal combustion engine vehicles at the end of their useful life as specified in the regulation.
   - ZEV Milestones Option (Optional): Instead of the Model Year Schedule, fleets may elect to meet ZEV targets as a percentage of the total fleet starting with vehicle types that are most suitable for electrification.
4. **State and local agencies.** State and local government fleets, including city, county, special district, and State agency fleets, would be required to ensure 50 percent of vehicle purchases are zero-emission beginning in 2024 and 100 percent of vehicle purchases are zero-emission by 2027. Small government fleets (those with 10 or fewer vehicles) and those in designated counties would start their ZEV purchases beginning in 2027. Alternately, State and local government fleet owners may elect to meet ZEV targets using the ZEV Milestones Option. State and local government fleets may purchase either ZEVs or near-

[1] Drayage trucks are in-use class 7 and 8 on-road vehicles that transport containers and bulk goods to and from seaports and intermodal railyards. Land ports of entry, which provide controlled entry to or departure from the United States, are not considered seaports or intermodal railyards (CARB 2023b).

ZEVs, or a combination of ZEVs and near-ZEVs, until 2035. Starting in 2035, only ZEVs will meet the requirements.

The ACF regulations would also establish requirements that transform the medium- and heavy-duty vehicle sector and demonstrate independent utility through achievement of the following objectives:

- Achieve criteria and GHG emissions reductions consistent with the goals identified in the State Implementation Plan (SIP) Strategy and Scoping Plan.
- Provide emissions reductions in disadvantaged communities (DAC), thereby supporting the implementation of Assembly Bill (AB) 617 (Garcia, C., Chapter 136, Statutes of 2017).

Support the goals of Executive Order N-79-20 which calls for accelerated ZEV deployment with these targets:

- 100 percent ZE drayage by 2035.
- 100 percent ZE trucks and buses where feasible by 2045.
- Ensure requirements, such as ZEV deployment schedules and related infrastructure build-out, are technologically feasible, cost-effective, and support market conditions.
- Lead the transition away from petroleum fuels and towards electric drivetrains.
- Contribute towards achieving carbon neutrality in California pursuant to Senate Bill (SB) 100, and in accordance with Executive Order B-55-18.
- Mindfully set requirements to allow time for public ZE infrastructure buildout for smaller fleets or for regional haul applications who would be reliant on a regional network of public chargers.
- Ensure manufacturers and fleets work together to place ZEVs in service suitably and successfully as market expands.
- Establish a fair and level playing field among fleet owners.
- Craft the Proposed Project in a way that ensures institutional capacity for CARB to manage, implement, and enforce requirements.

Energy Storage

California has set ambitious long-term goals for energy storage beyond 2026 to support its clean energy and climate goals. The state aims to reach 100 percent carbon-free electricity by 2045, which will require significant investment in renewable energy sources like wind and solar, as well as energy storage technologies to balance the variability of these sources.

The California Independent System Operator (CAISO) has a total energy storage capacity of more than 3,160 megawatts (MW) as of June 2022 (CAISO 2022). This includes both large-scale and distributed energy storage systems, such as batteries, pumped hydroelectric storage, and thermal storage. CAISO is responsible for managing the electricity grid for much of California, and it has set a target of adding 3,300 MW of additional energy storage capacity by 2024 to support the integration of more renewable energy sources like wind and solar. As part of SB 100, load serving entities (LSE) were required to procure no less than 1.3 gigawatts (GW) of energy storage capacity by 2020, and 3 GW by 2030. Additionally, the CPUC has established a target of 15 GW of energy storage capacity by 2030 (CPUC 2022).

The Integrated Resource Plan

CAISO develops a coordinated grid management plan to integrate the generation and storage capacities of LSEs, called the Integrated Resource Plan (IRP). The IRP is a comprehensive planning document that outlines CAISO's forecasts for electricity demand, supply, and transmission needs over a 20-year planning horizon, as well as its strategies for integrating renewable energy resources and other grid services to meet those needs. The plan is developed in collaboration with LSEs, regulators, and other stakeholders, and is updated periodically to reflect changes in the energy landscape and evolving policy goals. Overall, the IRP plays a critical role in ensuring the reliability and resilience of California's electricity grid as the state continues to transition to a cleaner and more sustainable energy system.

When an individual Battery Energy Storage (BES) facility or generation infrastructure (*i.e.*, solar panels) comes online in California, it is typically included in the IRP through a process known as the Interconnection Queue. The Interconnection Queue is managed by the CAISO, which oversees the operation of the State's electricity grid.

The Interconnection Queue

The Interconnection Queue is an application process that functions as a waiting list of proposed electricity generation and storage projects that are seeking to connect to the grid. When a new BES facility or generation infrastructure is proposed, the developer submits an application to CAISO to request an interconnection to the grid. CAISO evaluates the application to ensure that the facility meets technical and operational requirements, such as voltage regulation and frequency response, and that it can be integrated effectively into the grid.

Once the BES facility or generation infrastructure is approved by CAISO, it is assigned a point of interconnection on the grid, and its output is added to the IRP as a resource that can provide electricity and other grid services, such as frequency regulation or ramping support. The facility is then dispatched by CAISO based on its bids into the day-ahead and real-time electricity markets, and its output is used to help balance supply and demand on the grid in real-time.

Overall, the Interconnection Queue is an important mechanism for integrating new BES facilities and other electricity resources into the California grid, and for ensuring that the grid remains reliable and resilient as the state continues to transition to a cleaner and more sustainable energy system.

Regional

SCAG's 2020-2045 RTP/SCS

The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal, was adopted on September 3, 2020, and is an update to the 2016-2040 RTP/SCS (SCAG 2020). In general, the RTP/SCS outlines a development pattern for the region that, when integrated with the transportation network and other transportation measures and policies, would reduce VMT from automobiles and light duty trucks and thereby reduce energy consumption from these sources.

Connect SoCal focuses on the continued efforts of the previous RTP/SCSs to integrate transportation and land use strategies in development of the SCAG region through the horizon year 2045 (SCAG 2020). It forecasts that implementation of the plan will reduce VMT per capita in year 2045 by 4.1 percent compared to baseline conditions for that year. Connect SoCal includes a "Core Vision" that centers on maintaining and better managing the transportation network for moving people and goods, while expanding mobility choices by locating housing, jobs, and transit closer together; and increasing investments in transit and complete streets (SCAG 2020).

Local

City of Wildomar Municipal Code

According to Chapter 15.20, Green Building Code, the City has adopted the 2022 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), which provides regulations for energy efficiency, water efficiency, material conservation, environmental quality, and more. The City has also adopted the 2022 California Energy Code (California Code of Regulations, Title 24, Part 6) in Chapter 15.22, Energy Code.

5.6.1.2 EXISTING CONDITIONS

Electricity

Electricity is quantified using kilowatts (kW) and kilowatt-hours (kWh). A kW is a measure of 1,000 watts of electrical power and a kWh is a measure of electrical energy equivalent to a power consumption of 1,000 watts for one hour. The kWh is commonly used as a billing unit for energy delivered to consumers by electric utilities. A gigawatt is equal to one million kilowatts. Overall electricity consumption in California was 287,826 gigawatt-hours (GWh) in 2022 (CEC 2023b).

The City is in SCE's service area, which spans much of southern California from Orange and Riverside counties on the south to Santa Barbara County on the west to Mono County on the north (SCE 2023a). Sources of electricity sold by SCE in 2021, the latest year for which data are available, were:

- 31.4 percent renewable, consisting mostly of solar and wind
- 2.3 percent large hydroelectric
- 22.3 percent natural gas

- 9.2 percent nuclear
- 0.2 percent other
- 34.6 percent unspecified sources—that is, not traceable to specific sources (SCE 2023b)[2]

Total estimated existing electricity demand in Wildomar, based on data provided by SCE, is estimated at 133,215,294 kWh per year (133.2 GWh per year), as shown in Table 5.6-1, *Existing Electricity Demand*.

Table 5.6-1 Existing Electricity Demand

Area	Electricity Usage (kWh per year)
Residential	91,443,491
Nonresidential	41,771,803
Total	133,215,294

Source: Annual electricity consumption for the year 2019 based on previous years data (2018-2022) provided by SCE (Appendix 5.3-1).

Natural Gas

Gas is typically quantified using the "therm," which is a unit of heat energy equal to 100,000 British thermal units (BTU) and is the energy equivalent of burning 100 cubic feet of natural gas (US EIA 2023).

SoCalGas provides natural gas service in and has facilities throughout the City of Wildomar. The service area of SoCalGas spans much of the southern half of California, from Imperial County on the southeast to San Luis Obispo County on the northwest to part of Fresno County on the north to Riverside County and most of San Bernardino County on the east (CEC 2022). Total natural gas consumption in the SoCalGas service area was 6,565 million of therms for 2022 (CEC 2023c).

Existing natural gas demands in the City, based on data provided by SoCalGas, are estimated at 5.0 million therms per year, as shown in Table 5.6-2, *Existing Natural Gas Demand*.

Table 5.6-2 Existing Natural Gas Demand

Sector	Natural Gas Usage (Therms per year)
Residential	4,378,058
Nonresidential	617,081
Total	4,995,139

Source: Annual natural gas consumption for year 2019 based on previous years data (2018-2022) provided by SoCalGas (Appendix 5.3-1).

Transportation Fuels

California is among the top producers of petroleum in the country, with crude oil pipelines throughout the state connecting to oil refineries in the Los Angeles, San Francisco Bay, and Central Valley regions. In

[2] The electricity sources listed reflect changes after the 2013 closure of the San Onofre Nuclear Generating Station, which is owned by SCE. Numbers are rounded up and may cause the total to not add up to exactly 100%.

addition to producing petroleum, California is also one of the top consumers of fuel for transportation. California's transportation sector accounted for approximately 61 percent of California's total energy demand in 2021, amounting to approximately 2,785.1 trillion BTUs (US EIA 2021).

Table 5.6-3, *Existing Operation-Related Annual Fuel Usage*, shows the fuel usage associated with VMT currently generated under existing baseline conditions based on fuel usage data obtained from EMFAC2021 (v. 1.0.2) and VMT data provided by Chen Ryan Associates (see Appendix 5.17-1). VMT is based on vehicle trips beginning and ending in the City boundaries and from external/internal trips (*i.e.,* trips that either begin or end in the City).

Table 5.6-3 Existing Operation-Related Annual Fuel Usage

	Gas		Diesel		Compressed Natural Gas		Electricity	
	VMT	Gallons	VMT	Gallons	VMT	Gallons	VMT	kWh
Existing Baseline	284,999,873	12,421,204	25,473,771	3,074,054	676,576	116,984	2,572,479	874,658

Source: EMFAC2021, version 1.0.2. (Appendix 5.3-1)
Note: VMTs based on daily VMT provided by Chen Ryan Associates. VMT per year based on a conversion of VMT x 347 days per year to account for less travel on weekend, consistent with CARB statewide GHG emissions inventory methodology (CARB 2008).

5.6.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

E-1 Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

E-2 Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

The analysis also utilizes considerations identified in Appendix F of the CEQA Guidelines, as appropriate, to assist in answering Appendix G questions. The factors to evaluate energy impacts under Threshold (a) include:

- The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed.
- The effects of the project on local and regional energy supplies and on requirements for additional capacity.
- The effects of the project on peak and base period demands for electricity and other forms of energy.
- The degree to which the project complies with existing energy standards.
- The effects of the project on energy resources.

- The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives

5.6.3 Proposed General Plan Goals and Policies

Open Space and Conservation Element

GOAL OS 2: Air quality is protected from adverse environmental factors that contribute to poor air quality.

- **Policy OS-2.4 Landscaping and Construction Equipment.** Encourage the reduction of gasoline- or diesel-powered landscaping and construction equipment and increased use of electric equipment.
- **Policy OS-2.5 Vehicle Charging Infrastructure.** Work with utility providers to expand EV charging infrastructure throughout the community to accelerate the use of zero emission vehicles, prioritizing multifamily, commercial, office, and municipal properties.
- **Policy OS-2.6 City Vehicles.** Purchase City vehicles consistent with the state's Advanced Clean Fleet regulations as feasible.

GOAL OS 3. Reliable and safe water supply that supports Wildomar's current and future needs.

- **Policy OS-3.3 Water Conservation Strategies.** Encourage water conserving site design and the use of water conserving fixtures in new development, and advocate for the adoption and implementation of water conservation strategies by water service agencies.
- **Policy OS-3.4 Water Conservation in Existing Development.** Encourage existing development to use water-conserving mechanisms such as stormwater capture systems, graywater systems, water-efficient appliances, and drought-tolerant landscape planting.

GOAL OS 6: Energy is used efficiently and sourced from resilient, low carbon, and renewable energy supplies.

- **Policy OS-6.1 Energy Conservation.** Encourage energy audits and energy-efficient retrofitting of existing buildings throughout the City.
- **Policy OS-6.2 Energy Transition.** Work with local energy providers and contractors to support residents and business owners transitioning to all-electric appliances and renewable energy.
- **Policy OS-6.3 Grid Reliability.** Support and encourage efforts by local energy service providers and other public agencies to improve the safety and resilience of the local power grid.
- **Policy OS-6.4 Energy Independence.** Increase the installation of on-site renewable energy systems in new and existing developments with the capacity to support these systems, enforcing the renewable energy requirements of the California Building Standards Code and encouraging buildings not covered by State requirements to install renewable energy systems.

- **Policy OS-6.5 Energy Storage.** Encourage new and existing buildings to include battery storage systems, especially at buildings with solar energy installations and municipal buildings that provide essential community services.

- **Policy OS-6.6 Municipal Energy Transition.** Transition municipal operations to renewable energy sources and electric building operations as feasible.

- **Policy OS-6.7 Tree Canopy.** Maintain and expand the tree canopy in residential and commercial neighborhoods to provide shade, improve air and water quality, reduce the heat island effect, and create habitat for birds and pollinators.

- **Policy OS-6.8 Urban Cooling.** Promote the construction of cool roofs, green roofs, and rooftop gardens, as feasible, to support decreased energy demand and urban cooling. Rooftop gardens also cool the surrounding area through moisture retention and surface reflectivity. The construction of rooftop gardens would reduce energy consumption and associated GHG emissions in the building energy sector.

- **Policy OS-6.9 Cooling Elements.** Encourage site and building design that avoids unwanted heat gain from solar exposure and considers passive solar and wind design. Features that provide shading at suitable times of the day and year and generally should be "passive" or automatic, avoiding the need for occupants to regularly monitor or adjust them. Examples of passive and active solar and wind design include orienting buildings to maximize exposure to cooling effects of prevailing winds, daylighting design, natural ventilation, space planning, thermal massing, and locating landscaping and landscape structures to shade buildings.

- **Policy OS-6.10 Financing.** Partner with SCE, the Inland Regional Energy Network, and local solar installers to assist low-income homeowners and small business owners in identifying financing options for installation of rooftop solar energy systems, energy efficiency retrofits, energy storage, and electrification of existing buildings.

Recreation and Community Services Element

GOAL RC 3: A network of well-designed trails that provide recreational opportunities and connect residents to the places that they desire to go.

- **Policy 3.1 Trails Master Plan.** Implement a Trails Master Plan that builds upon the Trail Design Guidance in the Wildomar Active Transportation Plan (Figure 7-1) and includes an adopted Trails Map and specific trail design guidance appropriate for the surrounding built and/or natural environment.

- **Policy 3.2 Murrieta Creek Trail.** Seek funding to design and build the Murrieta Creek Trail as a recreational amenity with appropriate access and safety considerations.

- **Policy 3.3 Equestrian Trails.** Ensure that the Trails Master Plan provide some trails that support equestrian usage.

- **Policy 3.5 Trail Connectivity.** Prioritize new trails that offer connectivity to open spaces, other trails or active transportation facilities, and local and regional destinations.

Land Use Element

GOAL LU 2 Development Capacity: Responsible growth through well-planned development provides for the needs of Wildomar's residents and businesses, makes efficient use of land and infrastructure, protects important environmental resources, promotes the health of the community, and maintains the unique character distinguishing the City as a special place in the region.

- **Policy LU-2.1 Adequate Service Provision for New Development.** Coordinate with local agencies, service providers and utilities to ensure adequate service provision for new development.

GOAL LU 4 Urban Form: A City of distinct centers and corridors surrounded by neighborhoods and connected to a network of parks and open spaces.

- **Policy LU-4.1 Patterns and Distribution of Uses and Density.** Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Plan (Figure LU-1) to promote efficient development; reduce automobile dependence and greenhouse gas emissions; ensure compatibility among uses; enhance community livability and health; and sustain economic vitality.

- **Policy LU-4.2 Multi-Modal Linkages.** Incorporate appropriate linkages for pedestrians, cyclists, transit users and other non-vehicular travel modes in the design and development of projects.

GOAL LU 8 Residential Neighborhoods. A City composed of neighborhoods with a variety of housing types that are desirable places to live, contribute to the quality of life, and are well maintained.

- **Policy LU-8.2 Connections and Linkages.** Integrate networks of parks, plazas, public squares, bicycle trails and pedestrian paths into new residential development to provide both connections within each community and linkages with surrounding features and neighborhoods.

- **Policy LU-8.3 Activity Centers.** Establish activity centers within or near residential neighborhoods that contain services such as child or adult care, recreation, public meeting rooms, convenience commercial uses, or similar facilities.

- **GOAL LU 9:** Commercial Areas. Vital, active, prosperous, and well-designed commercial centers and corridors offer a diversity of goods, services, and entertainment and contribute a positive experience for Wildomar's residents and visitors.

- **Policy LU-9.2 Concentrate Commercial Uses.** Concentrate commercial uses near transportation facilities and higher-density residential areas and require the incorporation of facilities to promote the use of public transit, such as bus turnouts.

- **Policy LU-9.3 Battery Storage.** Accommodate commercial battery storage as a permitted use in commercial areas to further the City's goals for reducing greenhouse gas emissions and improving the resiliency of the City's infrastructure.

- **Policy LU-9.4 Internal and External Connections.** Encourage the provision of non-vehicular access between commercial uses and adjoining neighborhoods and the development of internal cross-connections between commercial uses so as to reduce the number of curb cuts and number of vehicle trips on adjacent roadways.

GOAL LU 10 Mixed-Use Districts and Corridors: Well-designed districts and corridors contain an integrated mix of commercial, office, and/or housing that enable Wildomar's residents to live close to businesses and employment, reduce automobile use, and actively engage and enhance pedestrian activity.

- **Policy LU-10.1 Mixed Use Design and Development.** Encourage mixed use development, as designated in the Land Use Plan, that is designed appropriately for Wildomar.

- **Policy LU-10.2 Integrated Housing and Commercial Development.** Support the development of housing integrated with commercial and/or office uses on existing commercially developed properties characterized by declining retail activity.

- **Policy LU-10.4 Inclusion of Recreation and Amenities.** Require that residential/commercial mixed-use projects provide on-site recreational areas and other pedestrian-scale amenities such as benches, fountains, and landscaping that contribute to the living environment of residents or contribute funds for their development within proximity of the project consistent with the City's Parks Master Plan.

GOAL LU 11 Industrial Uses: Light industrial uses are accommodated to enhance economic activity and are located and designed in a compatible manner with surrounding land uses.

- **Policy LU-11.2: Concentrate Near Transportation and Utilities.** Concentrate industrial and business park uses in proximity to transportation facilities and utilities.

Circulation Element

GOAL CI 1: A well-connected transportation network that is safe, comfortable, efficient, and accessible by users of all ages, abilities, and modes of travel, including pedestrians, bicyclists, drivers, equestrians, transit users, and movers of commercial goods.

- **Policy CI-1.1 Complete Streets.** Plan, design, operate, and maintain City streets using Complete Streets principles for all types of transportation projects within the City including new, retrofit/reconstruction, maintenance, and ongoing projects. Repurposing unneeded roadway pavement to implement bicycle and pedestrian improvements, for example lane or road diets, should be considered as one of the tools to implement Complete Streets.

- **Policy CI-1.4 Walkable Town Center.** Create a walkable town center, anchored around the Old Town core, with gathering places and trails that reflect the City of Wildomar's unique qualities and history.

Comfortable walking and bicycling connections will enhance access to the Old Town area from communities throughout the City.

- **Policy CI-1.8 Enhance Connectivity.** When feasible, require developments to incorporate short block spacing and a strong street grid network as a means to enhance connectivity for all travel modes. Encourage the inclusion of non-motorized transportation corridors, such as paseos, promenades, and multi-use paths to improve connectivity along long blocks or non-continuous streets.

GOAL CI 2: Pedestrian infrastructure that is safe, connected, and comfortable for users of all ages and abilities, inclusive of accessible curb ramps and sidewalks, marked crosswalks, trail connections, lighting, and pedestrian crossing features.

- **Policy CI-2.1 Pedestrian Network.** Improve pedestrian safety, comfort, and connectivity throughout the City, with an emphasis on implementing the various pedestrian route types (shown On Figure 3-1), and connections serving schools, parks, and commercial/retail centers.

- **Policy CI-2.2 Close Connectivity Gaps.** Improve pedestrian network connectivity by requiring development projects to close connectivity gaps by extending project frontage improvements to the nearest connecting sidewalk/trail, where feasible and/or where fee credit/reimbursement programs exist. Factors to be considered may include, but are not limited to: the proposed project's land use, destinations created by the project, or destinations that could be reached by occupants of the new development, the length of the gap, etc.

- **Policy CI-2.4 Implement Pedestrian Route Types.** As adjacent parcels are developed and/or capital improvement projects are undertaken, implement the designated pedestrian route types, inclusive of the respective pedestrian route type toolkit features, where feasible.

- **Policy CI-2.7 Connections to Trailheads.** Provide pedestrian connections to recreational trailheads, where feasible.

- **Policy CI-2.9 Walking to School.** Encourage walking as a preferred transportation mode for trips to and from elementary, middle, and high schools, as well as near-by destinations.

GOAL CI 3: A safe and connected bicycle network composed of context-appropriate bicycle facilities and supporting amenities that serve the needs of recreational and utilitarian bicyclists of all ages and abilities.

- **Policy CI-3.1 Bicycle Network.** Improve bicycle safety, comfort, and connectivity throughout the City, with an emphasis on implementing the planned bicycle network (shown on Figure 3-2).

- **Policy CI-3.2 Close Connectivity Gaps.** Improve bicycle network connectivity by requiring development projects to close connectivity gaps by extending project frontage improvements to the nearest connecting bicycle facility, where feasible and/or where fee credit/reimbursement programs exist. Factors to be considered may include, but are not limited to, the proposed project's land use(s),

destinations created by the project, or destinations that could be reached by occupants of the new development, the length of the gap, etc.

- **Policy CI-3.4 Include Bicycle Facilities in Projects.** Coordinate street resurfacing and restriping efforts, capital improvement projects, and development projects to include bicycle facilities identified in the planned bicycle network, where applicable.

- **Policy CI-3.5 Connect with Adjacent Jurisdictions.** Coordinate with adjacent jurisdictions to provide continuous and uniform bicycle connections to and from neighboring communities, where feasible.

- **Policy CI-3.8 Biking to Schools.** Pursue collaborative opportunities with local schools to implement programs that promote bicycle education and safety and encourage usage among students.

- **Policy CI-3.9 Bicycle Parking.** Bicycle parking shall be provided with all new developments as required by Section 17.188.060 of Wildomar's Municipal Code.

- **Policy CI-3.10 Bicycle Racks.** Encourage existing retailers, shops, and shopping centers to install bicycle racks. Permit the reallocation of vehicular parking space(s) to bicycle parking spaces, if supported by a parking utilization study and/or if the remaining spaces are consistent with the minimum required for the respective land use as identified in Section 17.188.030 of Wildomar's Municipal Code.

- **Policy CI-3.11 Employer-Provided Amenities.** Encourage employers to install end-of-trip amenities for bicycle riders, such as bicycle parking, maintenance stations, lockers, and/or showers.

- **Policy CI-3.13 Freeway Crossings.** As properties adjacent to I-15 develop, consider the feasibility of, and potential demand for, incorporating additional freeway crossings that prioritize pedestrian and bicycle mobility.

GOAL CI 4: A public transportation network that allows for convenient access to major destinations, both within Wildomar and the region.

- **Policy CI-4.1 Transit Network.** Work with Riverside Transit Agency (RTA), Southern California Association of Governments (SCAG), and other regional partners to ensure that adequate transit service is provided consistent with future growth (shown on Figure 3-3).

- **Policy CI-4.2 Station Amenities.** Coordinate with Riverside Transit Agency to focus station improvements and enhanced amenities at locations with the greatest ridership. In coordination with RTA and adjacent properties, provide secure bicycle parking options for high ridership transit stops, where feasible.

- **Policy CI-4.3 First-Mile/Last-Mile Connectivity.** Encourage convenient and safe pedestrian and bicycle linkages to and from bus stops to provide better first-mile/last-mile connectivity. This includes connectivity to/from existing and new development and along streets providing access to the bus stops.

GOAL CI 5: Convenient and efficient vehicle circulation with minimal congestion that does not degrade pedestrian and bicycle safety, mobility, and access.

- **Policy CI-5.2 Connect with Adjacent Jurisdictions.** Work with adjacent jurisdictions to provide continuous vehicular connections to and from neighboring communities.
- **Policy CI-5.7 Evaluate Roadway Network.** As development occurs, evaluate the need to designate additional roads as Circulation Element roadways, or amend existing designations, to help enhance vehicle circulation, reduce congestion, and increase connectivity throughout the City. Measures shall not come at the expense of pedestrian and/or bicycle safety, mobility, and access, unless approved by the City Engineer.
- **Policy CI-5.12 Utilize Transportation Demand Management.** Regularly update the Transportation Demand Management (TDM) ordinance to include best management practices for reducing VMT. Updates to the ordinance should include consideration of private shuttle bus services, work from home programs, vanpool programs, and parking strategies that would incentivize use of public or private transportation for key development projects.
- **Policy CI-5.14 Manage Curb Space.** Manage curb space in activity areas to balance demands of all users such as emergency vehicles, buses, vehicle parking, bicycle/scooter parking, delivery loading/unloading, rideshare pick-up/drop-off, street furniture, electric vehicle charging stations, etc.

GOAL CI 7: A comprehensive trail network that provides for equestrian mobility and alternate recreational options.

- **Policy CI-7.1 Murrieta Creek Regional Trail Project.** Continue to pursue funding and implementation of the Murrieta Creek Regional Trail Project, including an emphasis on safe at-grade roadway crossings with the roadway network. Crossing treatments could include curb extensions, raised crosswalks, pedestrian hybrid beacons (also known as HAWK), rectangular rapid flash beacons (RRFB), etc.
- **Policy CI-7.2 Close Connectivity Gaps.** Analyze gaps in the trail system and develop an approach for closing gaps, including property acquisition and/or dedicated easements, where necessary and feasible.
- **Policy CI-7.3 Connect with Adjacent Jurisdictions.** Leverage trails within other jurisdictions to provide connectivity from Wildomar to points beyond.
- **Policy CI-7.4 Equestrian Trails.** Preserve and enhance equestrian trails where they currently exist.
- **Policy CI-7.5 Trail Design Guidelines.** Develop City-specific trail design guidelines or formally adopt guidelines, such as those provided in the County of Riverside Comprehensive Trails Plan, as part of a Trails Master Plan.

GOAL CI 8: A robust network of infrastructure and utility systems supports the City's growth.

- **Policy CI-8.1 Collaborate with Utilities and Service Providers.** Work with utilities and service providers for water, wastewater, energy, and solid waste, including, but not limited to, Elsinore Valley Municipal Water District (EVMWD), CR&R, Southern California Edison (SCE) and SoCalGas, to ensure that services and facilities meet resident needs reliably and support the City's growth.

5.6.4 Environmental Impacts

5.6.4.1 METHODOLOGY

The following is a summary of the assumptions used for the City's energy analysis:

- **On-Road Fuel Use.** Fuel use was based on Origin-Destination Method VMT provided by Chen Ryan Associates (see Section 5.17, *Transportation*), and modeled using CARB's EMFAC2021 v.1.0.2 web database and calendar year 2019 (existing) and 2045 fuel usage rates. The VMT provided includes the full trip length for land uses in the City (origin-destination approach) and a 50 percent reduction in the trip length for external-internal/internal-external trips, consistent with the recommendations of CARB's Regional Targets Advisory Committee (CARB 2008).

- **Energy (Natural Gas and Electricity).** Emissions associated with natural gas use for residential and nonresidential land uses in the City were modeled based on data provided by SoCalGas, and electricity was modeled based on data provided by SCE (Appendix 5.3-1). Year 2045 forecasts are adjusted for increases in population and employment in the City.

5.6.4.2 IMPACT ANALYSIS

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.6-1:	Implementation of the Proposed General Plan would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. [Threshold E-1]

Short-Term Construction Impacts

Development projects constructed under the Proposed General Plan would create temporary demands for electricity. Natural gas is not generally required to power construction equipment, and therefore is not anticipated during construction phases. Electricity use would fluctuate according to the phase of construction. Additionally, it is anticipated that most electric-powered construction equipment would be hand tools (*e.g.,* power drills, table saws, compressors) and lighting, which would result in minimal electricity usage during construction activities.

Development projects would also temporarily increase demands for energy associated with transportation. Transportation energy use depends on the type and number of trips, VMT, fuel efficiency of vehicles, and travel mode. Energy use during construction would come from the transport and use of construction

equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. It is anticipated that most off-road construction equipment, such as those used during demolition and grading, would be gas or diesel powered. In addition, all operation of construction equipment would cease upon completion of project construction.

Furthermore, the construction contractors would minimize nonessential idling of construction equipment during construction in accordance with the California Code of Regulations Title 13, Article 4.8, Chapter 9, Section 2449. Such required practices would limit wasteful and unnecessary energy consumption in development in Wildomar. Moreover, future development projects within the City would be similar to the construction processes of any current development projects within Wildomar. Therefore, the proposed project would not result in wasteful, inefficient, or unnecessary consumption of fuel use during construction.

Long-Term Impacts During Operation

Operation of new development projects accommodated under the Proposed General Plan would create additional demands for electricity and natural gas compared to existing conditions. Operational use of electricity and natural gas would include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems; use of on-site equipment and appliances; and lighting.

Non-transportation Energy

Electrical service to the City is provided by SCE through connections to existing off-site electrical lines and new on-site infrastructure. As shown in Table 5.6-4, *Year 2045 Forecast Electricity Consumption*, by horizon year 2045, electricity use in the City would increase by 109,987,393 kWh/year, or approximately 83 percent, from existing conditions.

Table 5.6-4 Year 2045 Forecast Electricity Consumption

Area	Electricity Usage, kWh per year (Subtotal)		
	Existing Baseline[1]	Horizon Year 2045 Forecast[2]	Net Change
Residential	91,443,491	160,033,737	68,590,246
Nonresidential	41,771,803	83,168,950	41,398,147
Total	133,215,294	243,202,687	109,987,393

[1] Electricity usage is provided by SCE (Appendix 5.3-1).
[2] Residential energy and nonresidential energy forecasts are adjusted for increases in housing and employment, respectively, in the City and do not account for reductions due to increase in energy efficiency from compliance with the Building Energy Efficiency Standards and CALGreen.

As shown in Table 5.6-5, *Year 2045 Forecast Natural Gas Consumption*, existing natural gas use in the City totals 4,995,139 therms annually. By 2045, natural gas use in the City would increase from existing conditions by 3,895,455 therms annually, or approximately 78 percent, to a total of 8,890,594 therms per year.

Table 5.6-5 Year 2045 Forecast Natural Gas Consumption

Area	Natural Gas Usage, therms per year (Subtotal)		
	Existing Baseline[1]	Horizon Year 2045 Forecast[2]	Net Change
Residential	4,378,058	7,661,967	3,283,909
Nonresidential	617,081	1,228,627	611,546
Total	4,995,139	8,890,594	3,895,455

[1] Natural gas usage data provided by SoCalGas (Appendix 5.3-1).
[2] Residential energy and nonresidential energy forecasts are adjusted for increases in housing and employment, respectively, in the City and do not account for reductions due to increase in energy efficiency from compliance with the Building Energy Efficiency Standards and CALGreen.

While the electricity and natural gas demand for the City would increase compared to existing conditions, development accommodated under the Proposed General Plan would be required to comply with the current and future updates to the Building Energy Efficiency Standards and CALGreen, which would contribute to reducing the energy demands shown in Tables 5.6-3 and 5.6-4. New and replacement buildings in compliance with these standards would generally have greater energy efficiency than existing buildings. It is anticipated that each update to the Building Energy Efficiency Standards and CALGreen will result in greater building energy efficiency and move closer toward buildings achieving zero net energy usage.

In addition to the Building Energy Efficiency Standards and CALGreen, the Proposed General Plan includes policies in the Open Space and Conservation Element to increase energy efficiency and storage such as Policies OS-6.2, OS-6.4, OS-6.5, and OS-6.6. Policy OS-3.4 would encourage water-conserving mechanisms in existing development, such as stormwater capture systems, graywater systems, and drought-tolerant landscape planting. Encouraging sustainable and energy-efficient building practices and using more renewable energy strategies will further reduce energy consumption within the City and move closer toward achieving zero net energy.

Transportation Energy

The growth accommodated under the Proposed General Plan would consume transportation energy (*e.g.,* gasoline, diesel, compressed natural gas, and electricity) from the use of motor vehicles. Table 5.6-6, *Operation-Related Annual Fuel Usage: Net Change from Existing,* shows the net change in VMT, fuel usage, and fuel efficiency (miles per gallon) under the Proposed General Plan conditions compared to existing conditions and existing uses under year 2045 conditions.

Table 5.6-6 Operation-Related Annual Fuel Usage: Net Change from Existing

Fuel Type	Existing Conditions Year 2019	Existing Year 2045[1]	Proposed General Plan Year 2045	Net Change from Proposed General Plan Year 2045 and Existing Conditions Year 2019	Net Change from Proposed General Plan Year 2045 and Existing Year 2045
Gasoline					
VMT[2]	284,999,873	254,915,559	409,356,200	124,356,326	154,440,641
Gallons	12,421,204	7,993,867	12,836,953	415,749	4,843,086
Miles Per Gallon	22.94	31.89	31.89	8.94	0
Diesel					
VMT[2]	25,473,771	22,372,357	35,926,654	10,452,883	13,554,297
Gallons	3,074,054	2,593,587	4,164,912	1,090,858	1,571,325
Miles Per Gallon	8.29	8.63	8.63	0.34	0
Compressed Natural Gas					
VMT[2]	676,576	504,183	809,643	133,066	305,460
Gallons	116,984	58,283	93,595	-23,390	35,311
Miles Per Gallon	5.78	8.65	8.65	2.87	0
Electricity					
VMT[2]	2,572,479	35,930,601	57,699,162	55,126,683	21,768,561
kWh	874,658	9,315,923	14,959,976	14,085,318	5,644,054
Miles Per kWh	2.94	3.86	3.86	0.92	0
Total VMT	313,722,700	313,722,700	503,791,659	190,068,959	190,068,959

Source: EMFAC2021 Version 1.0.2. (Appendix 5.3-1)
Notes:
1 Represents existing uses as they currently exist in baseline year 2019 operating under year 2045 conditions.
2 Based on daily VMT provided by Chen Ryan Associates (see Appendix 5.17-1). VMT per year based on a conversion of VMT x 347 days per year to account for less travel on weekend, consistent with CARB statewide GHG emissions inventory methodology (CARB 2008).

When compared to existing conditions, the Proposed General Plan would result in an increase in VMT for gasoline-, electric-, diesel-, and compressed natural gas-powered vehicles. Although annual VMT would increase for diesel- and gasoline-powered vehicles, the fuel efficiency would increase by 8.94 mpg and 0.34 mpg, respectively. The overall VMT as shown in Table 5.6-6 would be primarily attributable to the population growth associated with the Proposed General Plan as shown in Table 5.14-7 in Chapter 5.14, *Population and Housing*. While VMT and fuel usage would generally increase from implementation of the Proposed General Plan when compared to existing uses, the fuel efficiency of vehicles would improve compared to existing conditions. For electric-powered vehicles, annual VMT would increase by 55,126,683 miles and annual consumption would increase by 14,085,318 kWh. The large increase in VMT and electricity usage for electric-powered vehicles are primarily based on the assumption in EMFAC that a greater mix of light-duty automobiles would be electric-powered in future years based on regulatory (*e.g.,* Advanced Clean Cars) and consumer trends.

Compared to existing uses under the year 2045 conditions, the Proposed General Plan would also result in an increase in VMT and fuel usage for all fuel types (see "Net Change from Proposed General Plan Year 2045 and Existing Year 2045" column). However, the fuel efficiency between existing uses under year 2045

conditions and the uses under the Proposed General Plan buildout would be the same, and implementation of the Proposed General Plan would not result in less efficiency in transportation fuel usage.

The improvement in fuel efficiency would be attributable to regulatory compliance (*e.g.,* CAFE standards), resulting in new cars that are more fuel efficient and the attrition of older, less fuel-efficient vehicles. The CAFE standards are not directly applicable to residents or land use development projects, but to car manufacturers. Thus, residents and employees of Wildomar do not have direct control in determining the fuel efficiency of vehicles manufactured and that are made available. However, compliance with the CAFE standards by car manufacturers would ensure that vehicles produced in future years have greater fuel efficiency and would generally result in an overall benefit of reducing fuel usage by providing the population of the City more fuel-efficient vehicle options. Furthermore, while the demand in electricity would increase under the proposed project, in conjunction with the regulatory (*i.e.,* Renewables Portfolio Standard, SB 350, and SB 100) and general trend toward increasing the supply and production of energy from renewable sources, it is anticipated that a greater share of electricity used to power electric vehicles would be from renewable sources in future years (*e.g.,* individual photovoltaic systems, purchased electricity from SCE, and/or purchased electricity from SCE that is generated from renewable sources).

In addition to regulatory compliance that would contribute to more fuel-efficient vehicles and less demand in fuels, the Proposed General Plan includes policies that would contribute to minimizing overall VMT, and thus fuel usage associated with the City. Policies LU-4.2 and LU-9.4 in the Land Use Element would encourage non-vehicular travel modes in the design and development of future projects. Policies CI-1.1, CI-4.3, and CI-5.12 in the Circulation Element would aid in minimizing VMT through TDM measures where feasible and improve connectivity along city streets.

Collectively, the policies and regulations listed above would minimize overall VMT, and thus fuel usage associated with potential future development in Wildomar. Furthermore, the proposed project would rely on mixed-use and infill development for projected growth in the Wildomar region, thus contributing to reduced energy use from the transportation sector. For example, Policies LU-10.1 and LU-10.2 in Land Use Element encourage housing to be integrated with commercial and/or office uses within the City. Although population and VMT is projected to grow, the jobs-housing ratio would increase to 0.58 to be closer to a more equal distribution of employment and housing (see Impact 5.14-1 of this DEIR). Having a jobs-rich city would encourage the creation of more employment opportunities for the city's residents commuting out of Wildomar. Therefore, this could result in shorter distances traveled between where people work and live and to amenities.

Compliance with federal, State, and local regulations (*e.g.,* Building Energy Efficiency Standards, CALGreen, Renewable Portfolio Standards, and CAFE standards) will increase building energy efficiency and vehicle fuel efficiency and reduce building energy demand and transportation-related fuel usage. Additionally, the Proposed General Plan includes policies related to land use and transportation planning and design, energy efficiency, public and active transit, and renewable energy generation that would contribute to minimizing building and transportation-related energy demands overall and demands on nonrenewable sources of energy. Implementation of proposed policies under the Proposed General Plan in conjunction with and complementary to regulatory requirements, would ensure that energy demand associated with growth under

the Proposed General Plan would not be inefficient, wasteful, or unnecessary. Therefore, energy impacts associated with implementation and operation of land uses accommodated under the Proposed General Plan would be less than significant.

Level of Significance Before Mitigation: Impact 5.6-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.6-1 would be less than significant.

Impact 5.6-2: The Proposed General Plan would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. [Threshold E-2]

California Renewables Portfolio Standard Program

The state's electricity grid is transitioning to renewable energy under California's RPS Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. As stated, the RPS goals have been updated since adoption of SB 1078 in 2002. In general, California has RPS requirements of 33 percent renewable energy by 2020 (SB X1-2), 40 percent by 2024 (SB 350), 50 percent by 2026 (SB 100), 60 percent by 2030 (SB 100), 90 percent by 2035 (SB 1020), 95 percent by 2040 (SB 1020), and 100 percent by 2045 (SB 100). SB 100 also establishes RPS requirements for publicly owned utilities that consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. The statewide RPS requirements do not directly apply to individual development projects, but to utilities and energy providers such as SCE, whose compliance with RPS requirements would contribute to the State of California objective of transitioning to renewable energy. The land uses accommodated under the Proposed General Plan would comply with the current and future iterations of the Building Energy Efficiency Standards and CALGreen.

Furthermore, as discussed for Impact 5.6-1, the Proposed General Plan includes Open Space and Conservation Element policies which would support the statewide goal of transitioning the electricity grid to renewable sources. Policies OS-6.2, OS-6.4, and OS-6.6 would encourage the transition to all-electric appliances and installation of on-site renewable energy systems for new and existing developments. Policy OS-6.5 would promote battery storage systems, especially in buildings with solar energy installations and municipal buildings with essential community services. Therefore, implementation of the Proposed General Plan would not conflict with or obstruct implementation of California's RPS program, and no impact would occur.

Level of Significance Before Mitigation: Impact 5.6-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.6-2 would be less than significant.

5.6.5 Cumulative Impacts

The area considered for cumulative impacts to electricity and natural gas supplies and facilities is SCE and SoCalGas service areas. Other future development in the SCE and SoCalGas service areas would be subject to existing state regulations. As described under Impacts 5.6-1 and 5.6-2, the Proposed General Plan includes policies to reduce energy consumption and promote renewable energy sources which align with the state's goals for carbon neutrality. Cumulative impacts would be less than significant, and impacts would not be cumulatively considerable.

5.6.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.6-1 and 5.6-2.

5.6.7 Mitigation Measures

No mitigation measures are required.

5.6.8 Level of Significance After Mitigation

All impacts would be less than significant.

5.6.9 References

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5.7 GEOLOGY AND SOILS

This section of the DEIR evaluates the potential for implementation of the City of Wildomar General Plan to impact geological and soil resources, paleontological resources, or unique geologic features in the City of Wildomar. A summary of the relevant regulatory framework and existing conditions is followed by a discussion of potential impacts and cumulative impacts related to implementation of the proposed project.

FOCAL POINT

Soils are well understood and addressed in the building code and development standards. In general, it is important to avoid seismic faults and erosion. Design professionals use site-specific information to inform the design and ensure safe development. While there are many different types of soil in Wildomar, the development characteristics are well known and easily addressed through modern engineering and construction practices.

5.7.1 Environmental Setting

5.7.1.1 REGULATORY BACKGROUND

Federal Regulations

Paleontological Resources Preservation Act

This legislation directs the Secretaries of the U.S. Department of the Interior and U.S. Department of Agriculture to manage and protect paleontological resources on federal land using "scientific principles and expertise." To formulate a consistent paleontological resources management framework, the Paleontological Resources Preservation Act (PRPA) incorporates most of the recommendations from the report of the Secretary of the Interior titled "Assessment of Fossil Management on Federal and Indian Lands" (USDI 2000). In passing the PRPA, Congress officially recognized the scientific importance of paleontological resources on some federal lands by declaring that fossils from these lands are federal property that must be preserved and protected. The PRPA codifies existing policies of the Bureau of Land Management, National Park Service, US Forest Service, Bureau of Reclamation, and US Fish and Wildlife Service, and provides the following:

- Uniform criminal and civil penalties for illegal sale and transport, and theft and vandalism of fossils from federal lands.
- Uniform minimum requirements for paleontological resource-use permit issuance (terms, conditions, and qualifications of applicants).
- Uniform definitions for "paleontological resources" and "casual collecting."
- Uniform requirements for curation of federal fossils in approved repositories.

National Environmental Policy Act of 1969

The National Environmental Policy Act of 1969 (NEPA), as amended, recognizes the continuing responsibility of the federal government to "preserve important historic, cultural, and natural aspects of our national heritage…" (42 US Code Sec. 4321). With the passage of the PRPA, paleontological resources are considered a significant resource and it is therefore now standard practice to include paleontological resources in NEPA studies in all instances where there is a possible impact.

Antiquities Act of 1906

The Antiquities Act of 1906 (16 USC 431-433) states, in part:

> That any person who shall appropriate, excavate, injure or destroy any historic or prehistoric ruin or monument, or any object of antiquity, situated on lands owned or controlled by the Government of the United States, without the permission of the Secretary of the Department of the Government having jurisdiction over the lands on which said antiquities are situated, shall upon conviction, be fined in a sum of not more than five hundred dollars or be imprisoned for a period of not more than ninety days, or shall suffer both fine and imprisonment, in the discretion of the court.

Although there is no specific mention of natural or paleontological resources in the Act itself, or in the Act's uniform rules and regulations (Title 43 Part 3, Code of Federal Regulations [43 CFR 3]), the term "objects of antiquity" has been interpreted to include fossils by the National Park Service, Bureau of Land Management, the US Forest Service, and other federal agencies. Permits to collect fossils on lands administered by federal agencies are authorized under this Act. However, due to the large gray areas left open to interpretation due to the imprecision of the wording, agencies are hesitant to interpret this act as governing paleontological resources.

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act of 1977 was intended to reduce the risks to life and property from future earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards and reduction program. Pursuant to this Act, the National Earthquake Hazards Reduction Program was established, which designates the Federal Emergency Management Agency as the lead agency of the program. Programs provide valuable resources to guide building code requirements and planning efforts such as emergency evacuation responsibilities and seismic code standards.

State Regulations

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 was intended to mitigate the hazard of surface fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. The Act delineates "Earthquake Fault Zones" along faults that are "sufficiently active" and "well defined." The Act also requires that cities and counties withhold development permits for sites within an earthquake fault zone until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting. Pursuant to this Act, structures for human occupancy are not allowed within 50 feet of the trace of an active fault.

Seismic Hazards Mapping Act

Earthquakes can cause significant damage even if surface ruptures do not occur. The Seismic Hazards Mapping Act of 1990 was intended to protect the public from the hazards of nonsurface fault rupture from earthquakes, including strong ground shaking, liquefaction, seismically induced landslides, or other ground failure. The California Geological Survey prepares and provides local governments with seismic hazard zone maps that identify areas susceptible to nonsurface fault hazards. The act requires responsible agencies to approve projects within seismic hazard zones only after a site-specific investigation to determine if the hazard is present, and the inclusion, if a hazard is found, of appropriate mitigation(s).

Natural Hazards Disclosure Act

The Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a "Natural Hazard Disclosure Statement" when the property being sold lies within one or more state-mapped hazard areas, including a Seismic Hazard Zone. California law also requires that when houses built before 1960 are sold, the seller must give the buyer a completed earthquake hazards disclosure report and a booklet titled "The Homeowners Guide to Earthquake Safety." This publication was written and adopted by the California Seismic Safety Commission.

Soils Investigation Requirements

Requirements for soils investigations for subdivisions requiring tentative and final maps, and for other specified types of structures, are in California Health and Safety Code Sections 17953 to 17955, and in Section 1802 of the California Building Code. Testing of samples from subsurface investigations is required, such as from borings or test pits. Studies must be done as needed to evaluate slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on load-bearing capacity, compressibility, liquefaction, differential settlement, and expansiveness.

California Building Code

Every public agency enforcing building regulations must adopt the provisions of the California Building Code (CBC), which is Title 24, Part 2 of the California Code of Regulations. The most recent version is the 2022 CBC, effective January 1, 2023. The CBC is updated every three years and provides minimum standards to protect property and public safety by regulating the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of seismic shaking and adverse soil conditions. The CBC also contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock onsite, and the strength of ground shaking with specified probability of occurring at a site. A city may adopt more restrictive codes than state law based on conditions in their community.

California General Plan Law and General Plan Guidelines

State law (Government Code Section 65302) requires cities to adopt a comprehensive long-term general plan that includes a safety element. The safety element is intended to provide guidance for protecting the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking,

ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence; liquefaction; other seismic hazards identified by Public Resources Code (PRC) Sections 2691 et. seq.; and other geologic hazards known to the legislative body. The seismic safety element must also include mapping of known seismic and geologic hazards from the California Geological Survey and a series of responsive goals, policies, and implementation programs to improve public safety.

Public Resources Code Section 5097.5 and Section 30244

State requirements for management of paleontological resources are included in PRC Section 5097.5 and Section 30244. These statutes prohibit the removal of any paleontological site or feature from public lands without permission of the jurisdictional agency, define the removal of paleontological sites or features as a misdemeanor, and require reasonable mitigation of adverse impacts on paleontological resources from developments on public (*e.g.,* State, county, city, or district) lands.

Paleontological Assessment Standards

The Society of Vertebrate Paleontology (SVP) has established guidelines for the identification, assessment, and mitigation of adverse impacts on nonrenewable paleontological resources. Most practicing paleontologists in the United States adhere closely to the SVP's assessment, mitigation, and monitoring requirements as outlined in these guidelines, which were approved through a consensus of professional paleontologists. The SVP has helped define the value of paleontological resources and, in particular, indicates that geologic units of high paleontological potential are those from which vertebrate or significant invertebrate or plant fossils have been recovered in the past (*i.e.*, are represented in institutional collections). Only invertebrate fossils that provide new information on existing flora or fauna or on the age of a rock unit would be considered significant. Geologic units of low paleontological potential are those that are not known to have produced a substantial body of significant paleontological material. As such, the sensitivity of an area with respect to paleontological resources hinges on its geologic setting and whether significant fossils have been discovered in the area or in similar geologic units.

Regional Regulations

Riverside County Fault Zone Studies

Due to rapid development, Riverside County has zoned fault systems and required similar special studies prior to development. Although many of the new fault zones were interpreted from groundwater studies and could be viewed as doubtful, until field evidence has been compiled, Riverside County considers them as a legitimate hazard. Riverside County also employs a County Engineering Geologist to review fault studies that are submitted to the County and to provide insight to development interests so that structures designed for human occupancy and critical infrastructure can avoid fault rupture impacts.

Regional Water Quality Control Board Basin Plans

The northern portion of the City is within the Santa Ana River Watershed and the southern portion of the City is within the Santa Margarita River Watershed. These watersheds are governed by the Santa Ana Regional Water Quality Control Board (RWQCB), which is Region 8, and San Diego RWQCB, which is Region 9,

respectively. Figure 5.10-1, *Watersheds,* in Section 5.10, *Hydrology and Water Quality,* of this DEIR, shows the boundaries for both watersheds.

The San Diego RWQCB encompasses portions of Orange, San Diego, and Riverside Counties. The San Diego RWQCB addresses the process and criteria needed for permitting of septic tanks in the Basin Plan. Chapter 5 of the Region 9 Basin Plan addresses waste discharge requirements that would be needed for waste discharges. Septic tanks and advanced treatment systems are waste discharge requirements. Septic tanks are considered dischargers and are required to have permitting prior to implementation. The San Diego Basin Plan has plans for the RWQCB to develop criteria for minimum lot sizes for septic tanks (RWQCB 2021).

The Santa Ana RWQCB imposes a density limit for new developments that wish to use on-site septic tanks or subsurface leaching/percolation systems. Chapter 5 of the Santa Ana Region Basin Plan outlines the board's regulations for septic systems, which specifically limit the density of new subsurface systems to lots developed with no more than two dwelling units per acre, and prohibits these systems in specific areas with water quality problems and where public sewer systems are in place. Exemptions to the minimum lot size are granted for replacement systems, residential expansion, and where offsets are made (when a number of existing dwelling units on septic systems are connected to the public sewer system in exchange for an equal number of new units to be placed on septic systems) (RWQCB 2019).

Although Wildomar is within the boundaries of two RWQCBs, an agreement has been reached between the City and the two RWQCBs that the San Diego RWQCB (Region 9) will have primary jurisdiction within the City for all stormwater and water quality issues.

However, any project that discharges stormwater from the northern portion of the City that flows into the Santa Ana River Watershed and ultimately into Lake Elsinore may be required to meet requirements issued by the Santa Ana RWQCB to ensure compliance with the Lake Elsinore-Canyon Lake Total Maximum Daily Loads.

Elsinore Valley Subbasin Groundwater Sustainability Plan

As a requirement of SGMA, high and medium priority basins must create and implement groundwater sustainability plans. Because the Elsinore Valley Groundwater Subbasin is designated a medium priority basin, a GSP was prepared in 2022 and approved by DWR in October 2023. The Elsinore Valley Municipal Water District (EVMWD) is the single GSA for this basin. The GSP describes current and historical groundwater conditions, prepares a water budget, establishes sustainable yield criteria and a groundwater monitoring network, and develops management programs to ensure that the basin will meet its sustainability goals. Some of the specific project management actions for the Elsinore Valley Subbasin include groundwater well replacement, managed groundwater pumping with recharge, and septic tank conversions.

Local Regulations

Wildomar Municipal Code

- **Chapter 8.96, Sewage Discharges.** This chapter provides the requirements for installation, construction, alteration, soil percolation tests, and groundwater evaluation report for onsite wastewater treatment systems

(septic system), and requires coordination of applications with the Riverside County Department of Health.

- **Chapter 15, Buildings and Construction.** This chapter indicates that the 2022 California Building Code has been adopted by the City. This refers to the California Code of Regulations, Title 24, Part 2, including Appendices C, I, H, and J.

- **Chapter 15.76, Earthquake Fault Area Construction Regulations.** This chapter describes the regulations for building on areas along the earthquake fault zones. It includes provisions, compliances, and requirements.

- **Chapter 16.48, Soil Erosion.** The purpose of this chapter is to provide information for the classifications of at-risk soils susceptible to erosion. Soil erosion control plans and requirements are provided in this chapter.

The City of Wildomar has requirements in the Municipal Code, Title 15, Buildings and Construction, for all grading purposes. These include preparation of relevant soil engineering reports, cut/ fills, drainage and erosion/ dust control, requirements for completion of work, and NPDES standards. "Grading Notes," part of Title 15, include processes and recommendations for hillside developments.

Wildomar Local Hazard Mitigation Plan

The purpose of the local hazard mitigation plan is to identify the City's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals and actions to reduce and/or eliminate potential risks to people and property from natural and manmade hazards (Wildomar 2022).

Wildomar 2021–2029 Safety Element

The City's Safety Element conveys goals, policies, and actions to minimize the hazards to safety in and around Wildomar. It identifies the natural and human-caused hazards that affect existing and future development and provides guidelines for protecting residents, employees, visitors, and other community members from injury and death. It describes present and expected future conditions and sets policies and standards for improved public safety. The Safety Element also seeks to minimize physical harm to the buildings and infrastructure in and around Wildomar to reduce damage to local economic systems, community services, and ecosystems.

- **Policy S-2.** Continue to enforce penalties against grading without permits and ensure the restoration of land damaged or degraded from grading activities. Continue to educate the public about the benefits of grading with permits and the penalties for grading without them. If the penalties are determined to be ineffective, explore whether levying greater penalties would be more effective in deterring illegal grading and ensuring proper restoration of damaged lands.

- **Policy S-5.** Minimize fault rupture through enforcement of Alquist-Priolo Earthquake Fault Zoning Act provisions and the following policies:

1. Require geologic studies or analyses for critical structures, and lifetime, high-occupancy, schools, and high-risk structures, within 0.5 miles of all Quaternary to historic faults shown on the Earthquakes Fault Studies Zones map.

2. Require geologic trenching studies within all designated Earthquake Fault Studies Zones, unless adequate evidence, as determined and accepted by the City of Wildomar Engineering Geologist, is presented. The City of Wildomar may require geologic trenching of non-zoned faults for especially critical or vulnerable structures or lifelines.

3. Require that infrastructure systems, such as energy, communications, and transportation infrastructure, be designed to resist, without failure, their crossing of a fault, should fault rupture occur.

4. Support efforts by the California Department of Conservation, California Geological Survey, to develop geologic and engineering solutions in areas of ground deformation due to faulting and seismic activity, in those areas where a fault cannot be reliably located.

5. Encourage and support efforts by the geologic research community to better define the locations and risks of faults in and around the City of Wildomar. Such efforts could include data sharing and database development with regional entities, other local governments, private organizations, utility agencies or companies, and local universities.

- **Policy S-6.** Require automatic natural gas shutoff earthquake sensors in high-occupancy industrial and commercial facilities, as well as new homes, and encourage them for all existing residences.

- **Policy S-7.** Require geological and geotechnical investigations in areas with potential for earthquake-induced liquefaction, landslides, or settlement, for any building proposed for human occupancy and any structure whose damage would cause harm, except for accessory buildings.

- **Policy S-8.** Require that a state-licensed civil engineer investigate the potential for liquefaction in areas designated as underlain by "Susceptible Sediments" and/or "Shallow Groundwater" for all general construction projects and proposed critical facilities, except for accessory buildings.

- **Policy S-9.** Require that engineered slopes be designed to resist seismically-induced failure as appropriate. For lower-risk projects, this may include requiring slope design to be based on pseudo-static stability analyses using soil engineering parameters that are established on a site-specific basis. For higher-risk projects, appropriate standards may include requiring the stability analyses to factor in the intensity of expected ground-shaking.

- **Policy S-10.** Within landslide susceptibility areas or liquefaction zones shown in Figure 2-0 and Figure 3-0 of the Safety Element, require that cut-and-fill transition lots be over-excavated to mitigate the potential of seismically-induced differential settlement.

- **Policy S-11.** Require the following in landslide susceptibility classes III and above, or when deemed necessary by the California Environmental Quality Act, prior to the issuance of development permits or approval of project designs:

    1. Preliminary geotechnical and geologic investigations, including certification regarding the stability of the site against adverse effects of earthquake and subsidence.

    2. Evaluations of site stability, including any possible impact on adjacent properties.

    3. Consultant reports, investigations, and design recommendations required for grading permits, building permits, and subdivision applications, prepared by state-licensed professionals.

- **Policy S-12.** Require new development in areas prone to geologic hazards (*e.g.,* landslides, steep topography, slope instability) to be designed to adequately reduce these hazards and loss of native vegetation. Grading plans, environmental assessments, engineering and geologic technical reports, irrigation and landscaping plans, including ecological restoration and revegetation plans, shall be required as appropriate, to ensure the adequate demonstration of a project's ability to mitigate these potential impacts. Any development in hillside areas shall prepare drainage plans to direct runoff and drainage away from potentially unstable slopes.

- **Policy S-13.** During permit review, identify and require mitigation of on-site slope instability, debris flow, and erosion hazards on lots undergoing substantial improvements. "Substantial improvements" means any reconstruction, rehabilitation, addition, or other improvement of a structure, the cost of which equals or exceeds 50 percent of the market value of the structure before the start of construction of the improvement.

- **Policy S-14.** Conduct slope stabilization practices on existing public property and support slope stabilization activities on private property located on unstable hillside areas, especially slopes with recurring failures where City property or public right-of-way is threatened from slope instability, or where considered appropriate and urgent by the City of Wildomar Engineer, Fire Department, or Sheriff Department.

- **Policy S-15.** Encourage building retrofits that improve resiliency to geologic and seismic hazards.

- **Policy S-16.** Require geotechnical studies within documented subsidence zones, as shown in Figure 4-0 of the Safety Element, as well as zones that may be susceptible to subsidence, prior to the issuance of development permits. Within the documented subsidence zones of the Elsinore Valley, the studies must address the potential for reactivation of these zones, consider the potential impact on the project, and provide adequate and acceptable mitigation measures.

- **Policy S-17.** Coordinate with the County of Riverside and the Elsinore Valley Municipal Water District to develop a liaison program with all Riverside County water districts to prevent water extraction-induced subsidence.

- **Policy S-18.** Encourage and support efforts for long-term, permanent monitoring of topographic subsidence in the Elsinore Valley Groundwater Basin, irrespective of past subsidence.

- **Policy S-91.** Conduct citywide drills for earthquakes and other hazards as appropriate. Use the Federal Emergency Management Agency's HAZUS Program to develop internal scenarios for emergency response and test back-up power generators in public facilities and other critical facilities taking part in the earthquake drill. During emergency drills, encourage communication and cooperation between emergency response staff and designated contacts at hospitals, high-occupancy buildings, and dependent-care facilities.

- **Policy S-92.** Develop a system to respond to short-term increases in hazard on the southern San Andreas Fault, based on probabilities associated with foreshocks.

- **Policy S-94.** Maintain and continue to improve management and emergency dissemination of information using portable computers with geographic information systems (GIS) and disaster-resistant Internet access, to obtain:

    - Hazardous Materials Disclosure Program Business Plans regarding the location and type of hazardous materials;

    - Real-time information on seismic, geologic, or flood hazards; and

    - The locations of high-occupancy, immobile populations, potentially hazardous building structures, utilities, and other lifelines.

- **Policy S-104.** Strengthen the project permit and review process to ensure that proper actions are taken to reduce hazard impacts and encourage structural and nonstructural design and construction. Damage must be minimized for critical facilities, and susceptibility to structural collapse must be minimized, if not eliminated.

    1. Ensure that special development standards, designs, and construction practices reduce risk to tolerable levels for projects involving critical facilities, large-scale residential development, and major commercial or industrial development through conditional use permits and the subdivision review process. If appropriate, impact fees should be assessed to finance required actions.

    2. Require mitigation measures to reduce potential damage caused by ground failure for sites determined to have potential for liquefaction. Such measures shall apply to critical facilities, utilities, and large commercial and industrial projects as a condition of project approval.

    3. Require that planned lifeline utilities, as a condition of project approval, be designed, located, structurally upgraded, fit with safety shutoff valves, designed for easy maintenance, and have redundant backup lines where unstable slopes, earth cracks, active faults, or areas of liquefaction cannot be avoided.

4. Review proposed uses of fault setback areas closely to ensure that county infrastructure (roads, utilities, drains) are not unduly placed at risk by the developer. Insurance, bonding, or compensation plans should be used to compensate the County of Riverside for the potential costs of repair.

- **Policy S-107.** Coordinate with the Public Utilities Commission (PUC) and/or use the Capital Improvement Program, to strengthen, relocate, or take other appropriate measures to safeguard high-voltage lines, water, sewer, natural gas and petroleum pipelines, and trunk electrical and telephone conduits that:

  a) Extend through areas of high liquefaction potential.
  b) Cross active faults.
  c) Traverse earth cracks or landslides.

- **Policy S-108.** Require additional design considerations for lifelines within subsidence areas.

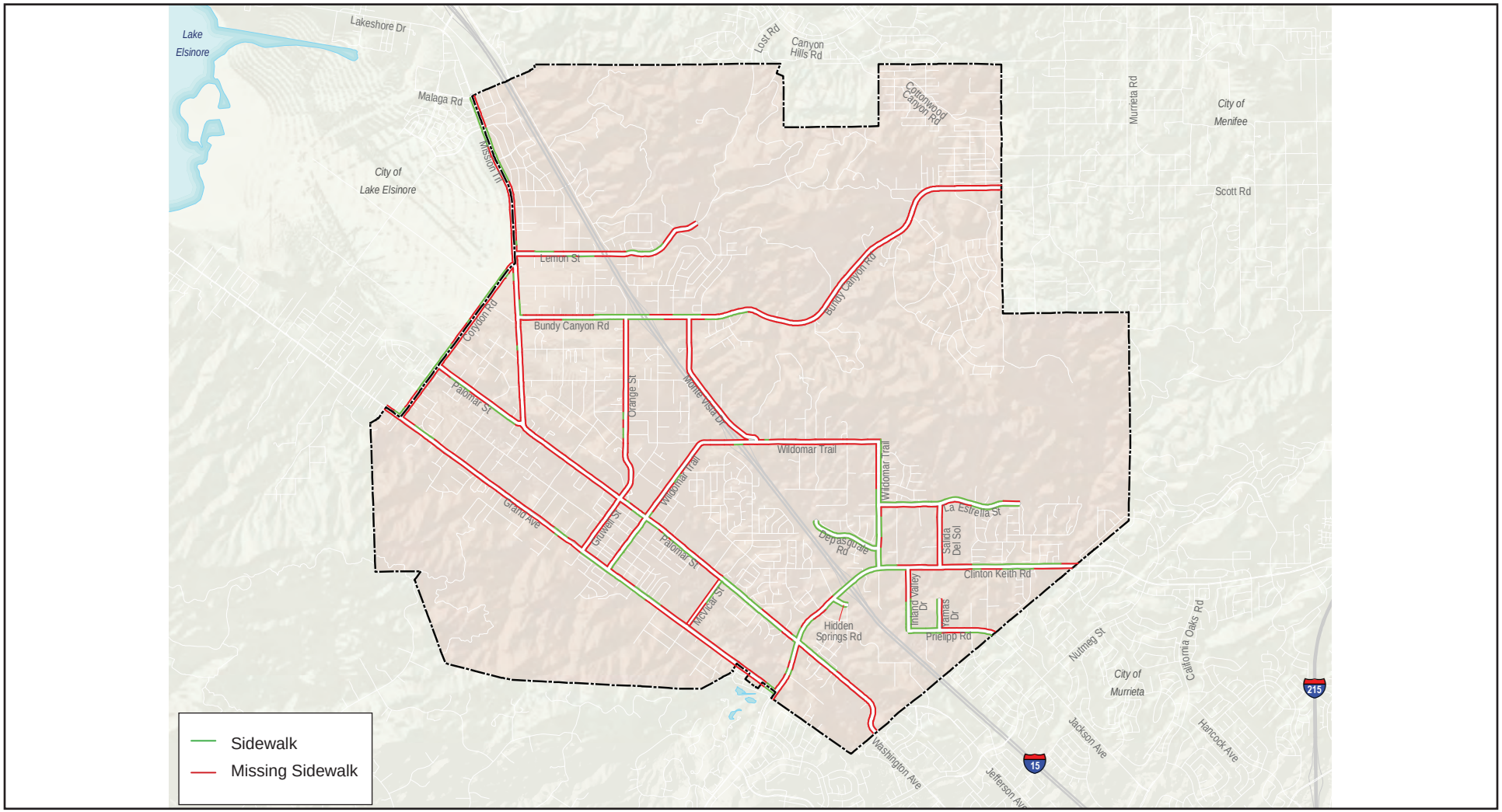
5.7.1.2 EXISTING CONDITIONS

Regional Geology

The City of Wildomar is in western Riverside County. The Santa Ana Mountains form a dominant feature of the northern Peninsular Ranges Geomorphic Province, spanning 40 miles in a southeastern layout within Southern California. The general cross-section of the Santa Ana Mountains consists of an anticlinal fold[1] across the Whittier-Elsinore fault zone (Morton and Miller 2006). The crest of the fold[2] parallels the mountain's ridgeline with a gently dipping southwestern flank and a steep, down-faulted northeastern limb. Additional intermediate folding has been superimposed on the major anticlinal feature. The primary bedrock in Riverside County is characterized as the Peninsular Ranges assemblage. Rocks vary in age from Quaternary[3] to Paleozoic,[4] and there is no known documentation of Precambrian[5] rocks in the Peninsular Ranges Geomorphic Province (Morton and Miller 2006). Based on geographic database maps, the City of Wildomar lays directly and predominantly on Young Alluvial Valley Deposits[6] and Granitic and other intrusive crystalline rocks[7] of all ages. The northeastern and eastern portions of the City sit atop Young Alluvial Fan Deposits; the northwestern and western portions of the City sit atop pegmatite dikes and Monzogranite to granodiorite; and the southern portion of the City sits atop heterogeneous grantic rocks, sandstone member, and sandstone (Morton and Miller 2006). Figure 5.7-1, *Geologic Map*, identifies the geology of the City.

1 Anticlines are usually developed above thrust faults and are structurally an arch-like shape.
2 The crest represents the highest point of the fold surface of the fault ridge.
3 Quaternary rock age refers to the most recent period in the Cenozoic era in geology (2.5 million years ago-Today)
4 The era classified as "ancient life" relating to geologic eras (541-252 million years ago)
5 Era encompassing Hadean, Archean, and Proterozoic, making up roughly seven-eighths of Earth's total history.
6 Small, limited deposits within the mountain valley, mostly consisting of gravel, sand, silt, and clay.
7 Large crystals that cool slowly without ever reaching the surface.

Figure 5.17-1 - Missing Sidewalk Inventory



Source: CR Associates 2021; Alta Planning and Design 2021.

Faulting and Seismicity

Southern California is a seismically active region, with seismic hazards depending on proximity and earthquake potential of nearby active faults and the local geologic and topographic conditions, which can either amplify or attenuate seismic waves. Seismic shaking refers to the movement of the earth's surface resulting from an earthquake. This shaking is typically the primary cause of damage in earthquakes, which generally correlates to the magnitude of the earthquake and proximity to the event's epicenter. The Modified Mercalli Intensity (MMI) scale measures the physical impact of an earthquake based on the amount of observed damage. Since the degree of shaking, and consequently damage, generally decreases as the seismic energy travels farther from the fault rupture's point of origin, different sections of a city or region can report different MMI measurements in different locations. While the MMI scale replaced the Richter Scale, which loses its effectiveness when measuring stronger earthquakes, the Richter Scale is still used to detect the magnitude of the epicenter of an earthquake, whereas the MMI scale measures a specific location's physical effects due to an earthquake (USGS 2024a, 2024b). Table 5.7-1 *Modified Mercalli Earthquake Intensity Scales,* shows the MMI intensity as well as the Richter Scale equivalent.

Table 5.7-1 Modified Mercalli Earthquake Intensity Scale

MMI Intensity	Description	Effects Observed	Richter Scale Equivalent (M)
I	Instrumental	Felt only by a few people, under especially favorable conditions. No Effect.	1 to 2
II	Feeble	Felt only by a few people at rest, especially on the upper floors of buildings. Noticed only by sensitive people	2 to 3
III	Slight	Noticeable by people indoors, especially on upper floors, but not always recognized as an earthquake. Noticed only by sensitive people/ Resembles vibrations caused by heavy traffic.	3 to 4
IV	Moderate	Felt by many indoors, and by some outdoors. Sleeping people may be awakened. Dishes, windows, and doors are disturbed. Resembles vibrations caused by heavy traffic	4
V	Slightly strong	Felt by nearly everyone, and many sleeping people are awakened. Some dishes and windows broken, and unstable objects overturned. Sleepers awakened; bells ring	4 to 5
VI	Strong	Felt by everyone. Some heavy furniture is moved, and there is slight damage. Trees sway, some damage from falling objects	5 to 6
VII	Very strong	Negligible damage in well-built buildings, slight to moderate damage in ordinary buildings, and considerable damage in poorly built structures. General alarm, cracking of walls	6
VIII	Destructive	Slight damage in well-built buildings, considerable damage and partial collapse in ordinary buildings, and great damage in poorly built structures. Chimneys fall and some damage to building	6 to 7
IX	Ruinous	Considerable damage in specially designed structures. Significant damage and partial collapse in substantial buildings, and buildings are shifted off foundations. Ground crack, houses begin to collapse, pipes break	7
X	Disastrous	Most foundations and buildings with masonry or frames are destroyed, along with some well-built wood structures. Rail lines are bent. Ground badly cracked, many buildings destroyed. Some landslides	7 to 8
XI	Very disastrous	Most or all masonry structures are destroyed, along with bridges. Rail lines are substantially bent. Few buildings remain standing, bridges destroyed.	8
XII	Catastrophic	Damage is total. The lines of sight are distorted, and objects are thrown into the air. Total destruction; objects thrown in air, shaking and distortion of ground	8 or greater

Source: USGS 2024a; Differen 2024.

Major active fault zones are located within the City and surrounding areas. Based on review of the referenced geologic and seismic literature, there are mapped Alquist-Priolo Earthquake Fault Zones within the City limits associated with the San Andreas, San Jacinto, and the Whittier-Elsinore Faults, which all have capabilities of producing high magnitude earthquakes (Wildomar 2021; Morton and Miller 2006).

Regional fault zones located in and around the City are shown on Figure 5.7-2, *Regional Fault Location Map*.

Whittier-Elsinore Fault

The Glen Ivy/Temecula Segment of Whittier-Elsinore Fault Zone is the closest major fault system to the City—the Elsinore Fault Zone is in the City—and is one of the largest in Southern California. The Elsinore Fault Zone extends from near the United States-Mexico border northwesterly to the northern Santa Ana Mountains. At the northern end, the zone of mapped faults branches into two segments west and east, the Whittier Fault and the Chino-Central Avenue Fault. At the southern end of the Glen Ivy/Northern Temecula Segment are the Southern Temecula, Julian, and Coyote Mountain Segments, ending with the Laguna Salada Fault crossing south through the southern California-Mexico Border (Morton & Miller 2006; SCEDC 2024a).

The northern portion of the Elsinore Fault Zone is also referred to as the Glen Ivy segment, and runs directly through the City. The Glen Ivy segment is zoned under the Alquist-Priolo Earthquake Fault Zone Act. Dominant movement along the fault is right-lateral strike-slip. The Glen Ivy segment could produce an earthquake with a maximum magnitude of 6.8 on the Richter scale. This would entail chimneys falling from buildings and some damage to buildings. At the northern end of the Glen Ivy segment the faulting is fragmented into a zone of discontinuous northwesterly trending faults along the eastern side of the Santa Ana Mountains in Wildomar. South of the City, the Southern Temecula segment continues from Lake Elsinore for 27 miles. The fault branches into the Whittier and Chino-Central Avenue faults near the Santa Ana River.

North of the Glen Ivy Segment and along the Whittier-Elsinore fault Zone, the fault branches off into the Chino-Central Avenue Fault and the Whittier fault segments. The fault branches away from the Elsinore (Glen Ivy) Fault and extends northwest for a distance of approximately 13 miles through the Prado Basin and into the Puente Hills. Dominant movement along the fault is right-reverse oblique slip.[8] The Chino Fault could produce an earthquake with a maximum magnitude of 6.9 on the Richter Scale. The Chino Fault is zoned under the Alquist-Priolo Earthquake Zone Act (SCEDC 2024a).

The Whittier Fault Zone extends approximately 24 miles from Whittier Narrows in Los Angeles County, southeasterly to the Santa Ana Canyon where it merges with the Elsinore Fault Zone. The Whittier Fault Zone averages 1,000 to 2,000 feet in width and is made up of many subparallel fault lines and an echelon fault splay[9] which merge and branch along their course. The Whittier Fault Zone does not extend inside the City boundary, but the Elsinore segment does. Available information indicates that the Whittier Fault Zone is active and may be capable of generating an earthquake of magnitude 6.8 accompanied by surface rupture along one or more of its fault traces. The Whittier Fault portion of the Elsinore Fault Zone is zoned under the Alquist-Priolo

[8] Compressional force bringing the sides of faults together in a down-slip motion.
[9] Fault line fold.

Earthquake Fault Zone Act northwest of the City in the Cities of Chino Hills and Whittier, approximately 35.5 miles away.

South of the Glen Ivy Segment, along the fault line, is the Temecula segment, which spans a distance of 39 miles. The northernmost part of the Temecula segment runs through the City of Wildomar. An estimated slip rate[10] for the Whittier-Elsinore Fault is approximately 4.0 millimeters per year.

San Jacinto Fault

This fault zone extends for over 130 miles and is characterized by right-lateral strike-slip[11] movement. The San Jacinto Fault is capable of a creating an earthquake with a maximum magnitude of 6.9 on the Richter Scale. The fault is zoned under the Alquist-Priolo Earthquake Fault Zone Act (SCEDC 2024b).

San Andreas Fault

The San Bernardino and southern segments of the San Andreas Fault are approximately 45 miles north of the City. The overall fault zone trends generally northwest for almost the entire length of California, from Cape Mendocino south to near the Mexican border. Past studies estimated the recurrence interval for a 8.0 earthquake on the Richter Scale along the entire fault zone is between 50 and 200 years, and a 140- to 200-year recurrence interval for major (magnitudes of 7.0 to 7.9) to great (magnitudes of 8.0 or larger) earthquakes along the southern fault zone segment (SCEDC 2024c).

With the probability of earthquakes in and around the City, Table-5.7-2, *Chances of Significant Earthquakes on Major Riverside County Faults*, provides a breakdown of those probabilities by magnitude.

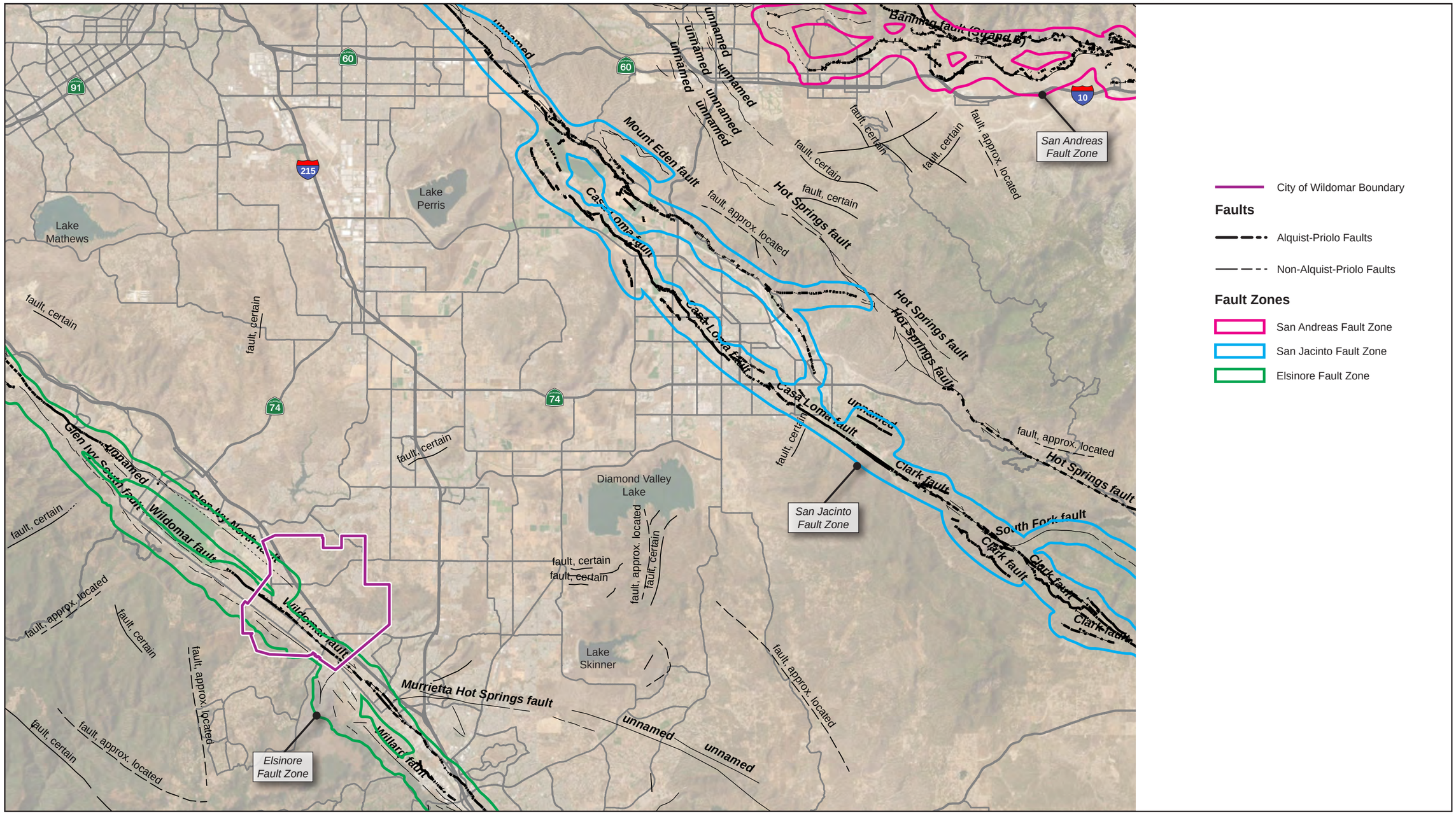
Table 5.7-2 Chances of Significant Earthquakes on Major Riverside County Faults

	Mean Chance by 2045			
Fault	Magnitude 6.7 or Greater	Magnitude 7.0 or Greater	Magnitude 7.5 or Greater	Magnitude 8.0 or Greater
San Andreas	24.21%	21.29%	11.62%	3.15%
San Jacinto	6.71%	6.43%	5.29%	2.75%
Elsinore	3.66%	1.82%	0.95%	< 0.01%

Source: Wildomar 2021.

[10] The average rate of fault-slip during a certain period of time.
[11] Displacement of the fault oriented to the right.

Figure 5.7-2 - Regional Fault Location Map



0 5
Scale (Miles)

Source: Generated using ArcMap 2024.

Soils

Soils that contain significant amounts of clay particles can alter their shape and movement when taking on or giving up water are considered expansive soils. Expansive soils shrink or swell as the moisture content decreases or increases. Structures built on these soils may experience shifting, cracking, and breaking damage as soils shrink and subside or expand.

Corrosive soils contain chemical constituents that may cause damage to construction materials such as concrete and ferrous metals. One such constituent is water soluble sulfate, which, if in high enough concentrations, can react with and damage concrete. Electrical resistivity, chloride content, and pH level are all indicators of the soil's tendency to corrode ferrous metals.

Seismic Hazards

While earthquakes are likely to occur within and around the City, the likelihood of these earthquakes to cause major damage is rare but still possible. No major earthquake epicenters have been recorded in the City, however, earthquake epicenters surrounding Wildomar may cause substantial damage within the City. It is likely the City will experience a significantly damaging earthquake in the next two decades (Wildomar 2021).

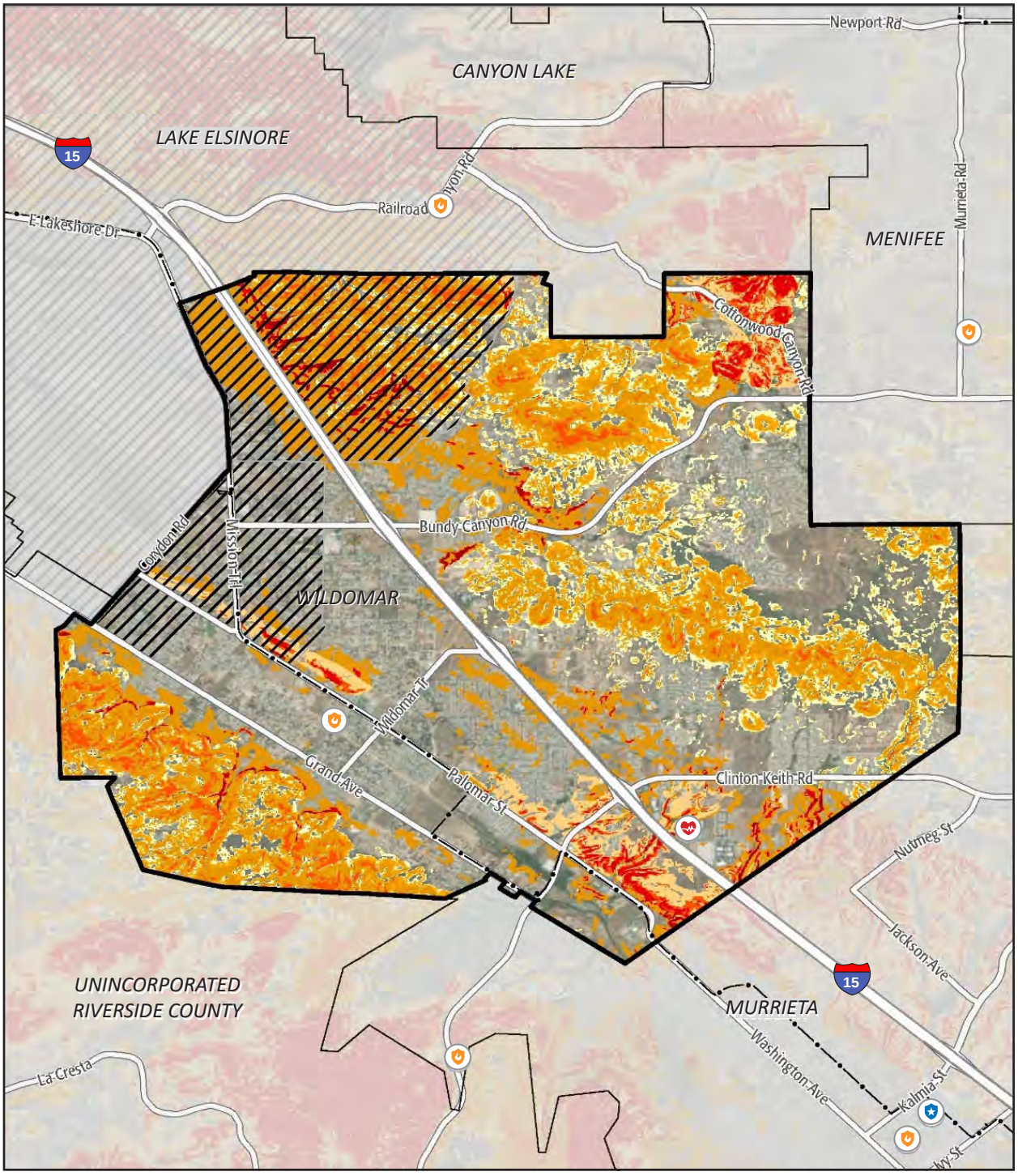
Surface Rupture

Surface rupture involves displacement and cracking of the ground surface along a fault trace. Surface ruptures are visible instances of horizontal or vertical displacement, or a combination of the two, typically confined to a narrow zone along the fault. Surface rupture is more likely to occur in conjunction with active fault segments where earthquakes are large, or where the location of the movement (earthquake hypocenter) is shallow. The City is vulnerable to seismic-related earthquake fault rupture and shaking; however, no noticeable local damage has been experienced over the years (Wildomar 2022).

Landslides and Slope Failure

Landslides are perceptible downward movements of a mass of earth (soil and/or debris), rock, or a combination of the two under the influence of gravity. Landslide materials are commonly porous and very weathered in the upper portions and along the margins of the slide. They may also have open fractures or joints. Slope failures can occur during or after periods of intense rainfall or in response to strong seismic shaking. Areas of high topographic relief, such as steep canyon walls, are most likely to be impacted by slope failure. Landslides, although minor are evident in Wildomar. Historically, precipitation has been low to moderate in and around Wildomar; however, landslides are expected to continue, with likely occurrences during high precipitation. Figure 5.7-3*, Areas with Landslide Susceptibility*, identifies potential landslide hazards in the City.

Figure 5.7-3 - Areas with Landslide Susceptibility



Source: Generated using ArcMap 2021.

Liquefaction and Related Ground Failure

Liquefaction is a process whereby strong ground shaking causes sediment layers that are saturated with groundwater to lose strength and behave as a fluid. This subsurface process can lead to near-surface or surface ground failure that can result in property damage and structural failure. If surface ground failure does occur, it is usually expressed as lateral spreading, flow failures, ground oscillation, and/or general loss of bearing strength. Sand boils (injections of fluidized sediment) can commonly accompany these different types of failure. In order to determine a region's susceptibility to liquefaction, the following three major factors must be analyzed:

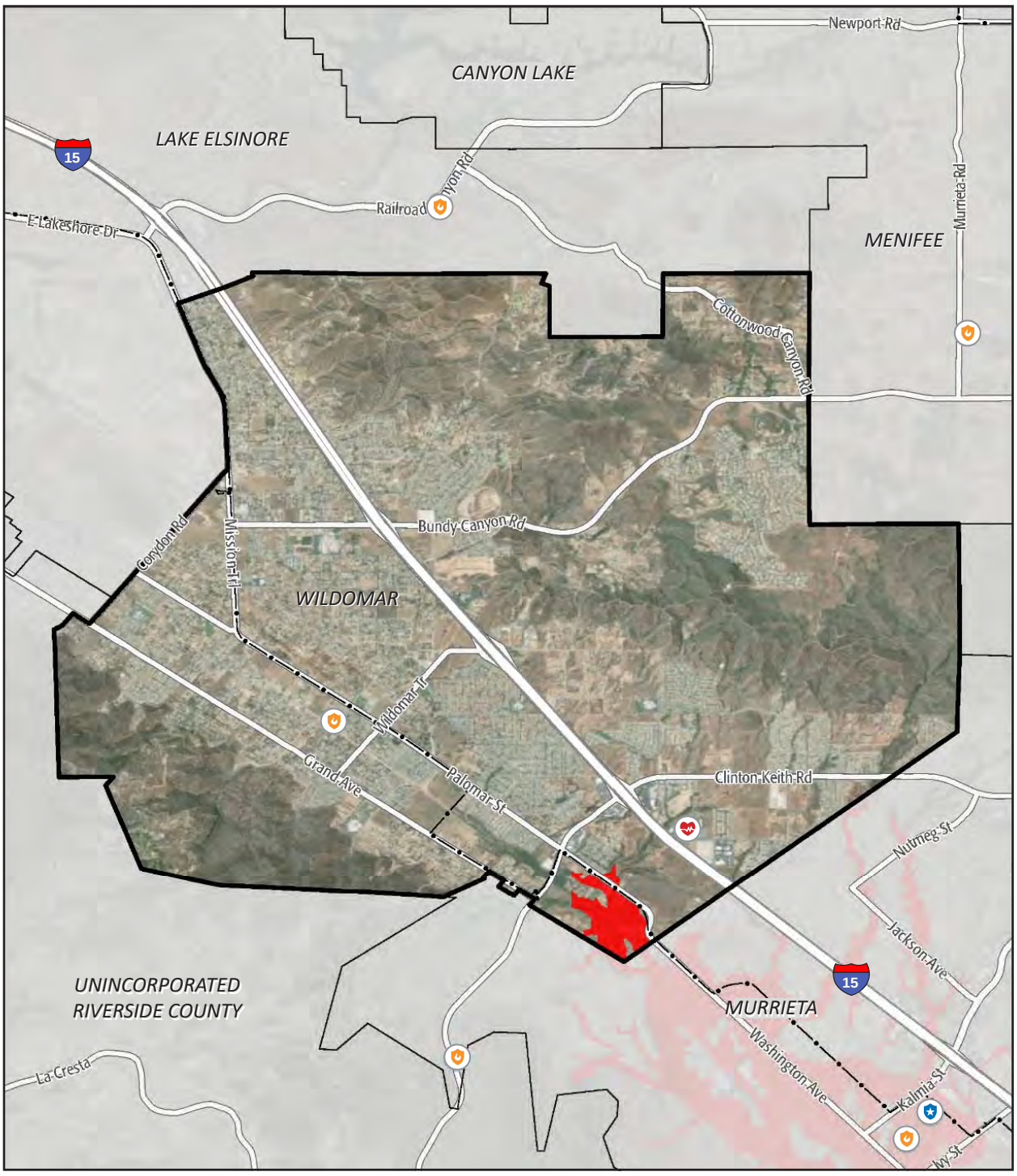
- The intensity and duration of ground shaking.
- The age and textural characteristic of the alluvial sediments. Generally, the younger, less-well-compacted sediments tend to have a higher susceptibility to liquefaction. Textural characteristics also play a dominant role in determining liquefaction susceptibility. Sand and silty sands deposited in river channels and floodplains tend to be more susceptible to liquefaction, and floodplains tend to be more susceptible to liquefaction than coarser or finer grained alluvial materials.
- The depth to the groundwater. Groundwater saturation of sediments is required in order for earthquake-induced liquefaction to occur. In general, groundwater depths shallower than 10 feet to the surface can cause the highest liquefaction susceptibility.

Research and historical data indicate that loose, granular materials at depths of less than 50 feet, with silt and clay contents of less than 30 percent, and saturated by a relatively shallow groundwater table are most susceptible to liquefaction. These geological conditions are typical in parts of southern California, including the City of Wildomar, and in valley regions and alluvial floodplains. The potential for liquefaction to occur in the City exists; areas with the highest potential for liquefaction are generally in the south/southwest, as shown in Figure 5.7-4, *Liquefaction Hazards Zones*.

Subsidence

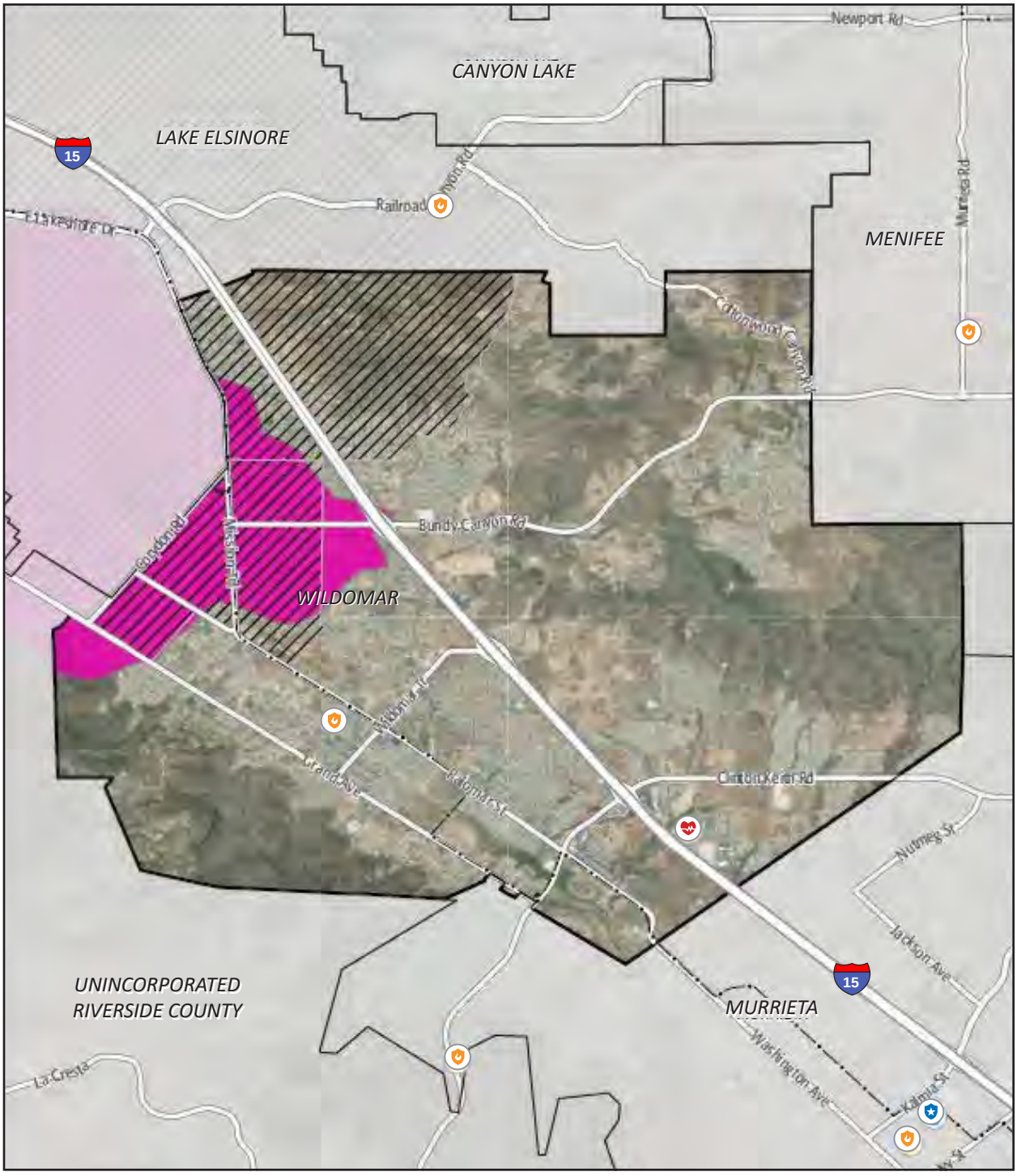
The subsidence of basins attributed to overdraft of groundwater aquifers or over pumping of petroleum reserves has been reported in various parts of southern California (Wildomar 2021). Areas of subsidence, as shown on Figure 5.7-5, *Subsidence Zone*, are in the western portion of the City. This means the ground is susceptible to caving inward and sloping due to soil components in the area. Although areas of subsidence due to groundwater pumping are shown in the City, subsidence due to over-pumping of petroleum reserves does not cause a potential concern to people or structures in this portion of the City because there are no active oil wells in the City (Wildomar 2021).

Figure 5.7-4 - Liquefaction Hazards Zones



Source: Generated using ArcMap 2021.

Figure 5.7-5 - Subsidence Zone



City of Wildomar Boundary

City Boundary

Percent of Population Whose Income is Below Poverty Level (2019)

>15% of Population

Subsidence Zone
- Groundwater Pumping

Transmission Line

Local Law Enforcement Office

Hospital

Fire Station

0 1
Scale (Miles)

Source: Generated using ArcMap 2021.

Unsafe Buildings

The principal threat in an earthquake is not ground shaking, fault rupture, or liquefaction, but the damage that the earthquake causes to buildings that house people or an essential function. Continuing advances in engineering design and building code standards over the past decade have greatly reduced the potential for collapse in an earthquake of most new buildings. However, many buildings in the City were built before some of the earthquake design standards were incorporated into the building code. Several specific building types are a particular concern in this regard.

- **Unreinforced Masonry Buildings.** In the late 1800s and early 1900s, unreinforced masonry was the most common type of construction for larger downtown commercial structures and for multistory apartment and hotel buildings. These were recognized as a collapse hazard following the San Francisco earthquake of 1906, the Santa Barbara earthquake of 1925, and again in the aftermath of the Long Beach earthquake of 1933. These buildings are still the most hazardous buildings in an earthquake. Per Senate Bill 547, local jurisdictions are required to enact structural hazard reduction programs by (a) inventorying pre-1943 unreinforced masonry buildings, and (b) developing mitigation programs to correct the structural hazards.

- **Precast Concrete Tilt-up Buildings.** This building type was introduced following World War II and gained popularity in light industrial buildings during the late 1950s and 1960s. Extensive damage to concrete tilt-up buildings in the 1971 San Fernando earthquake revealed the need for better anchoring of walls to the roof, floor, and foundation elements of the building and for stronger roof diaphragms. In the typical damage to these buildings, the concrete wall panels would fall outward, and the roof would collapse.

- **Soft-Story Buildings.** Soft-story buildings are those in which at least one story, commonly the ground floor, has significantly less rigidity and/or strength than the rest of the structure. This can form a weak link in the structure unless special design features are incorporated to give the building adequate structural integrity. Typical examples of soft-story construction are buildings with glass curtain walls on the first floor only, or buildings placed on stilts or columns, leaving the first story open for landscaping, street-friendly building entry, parking, or other purposes. In the early 1950s to early 1970s, soft-story buildings were a popular construction style for low- and midrise concrete frame structures.

- **Nonductile Concrete Frame Buildings.** The brittle behavior of nonductile concrete frame buildings can create major damage and even collapse under strong ground shaking. This type of construction, which generally lacks masonry shear walls, was common in the very early days on reinforced concrete buildings, and they continued to be built until the codes were changed to require ductility in the moment-resisting frame in 1973. There were large numbers of these buildings built for commercial and light industrial use in California's older, densely populated cities. Although many of these buildings have four to eight stories, there are many in the lower height range. This category also includes one-story parking garages with heavy concrete roof systems supported by nonductile concrete columns.

Paleontological Resources

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. These are valued for the information they yield about the history of the earth and its past

ecological settings. There are two types of resources: vertebrate and invertebrate. These resources are found in geologic strata conducive to their preservation, typically sedimentary formations. Paleontological sites are areas that show evidence of prehuman activity. Often, they are simply small outcroppings visible on the surface or sites encountered during grading. While the sites are important indications, it is the geologic formations that are the most important since they may contain important fossils. Potentially sensitive areas for the presence of paleontological resources are based on the underlying geologic formation. Figure 5.7-6, *Paleontological Sensitivity,* shows the paleontological sensitivity in the City.

5.7.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

G-1 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.)
- ii) Strong seismic ground shaking.
- iii) Seismic-related ground failure, including liquefaction.
- iv) Landslides.

G-2 Result in substantial soil erosion or the loss of topsoil.

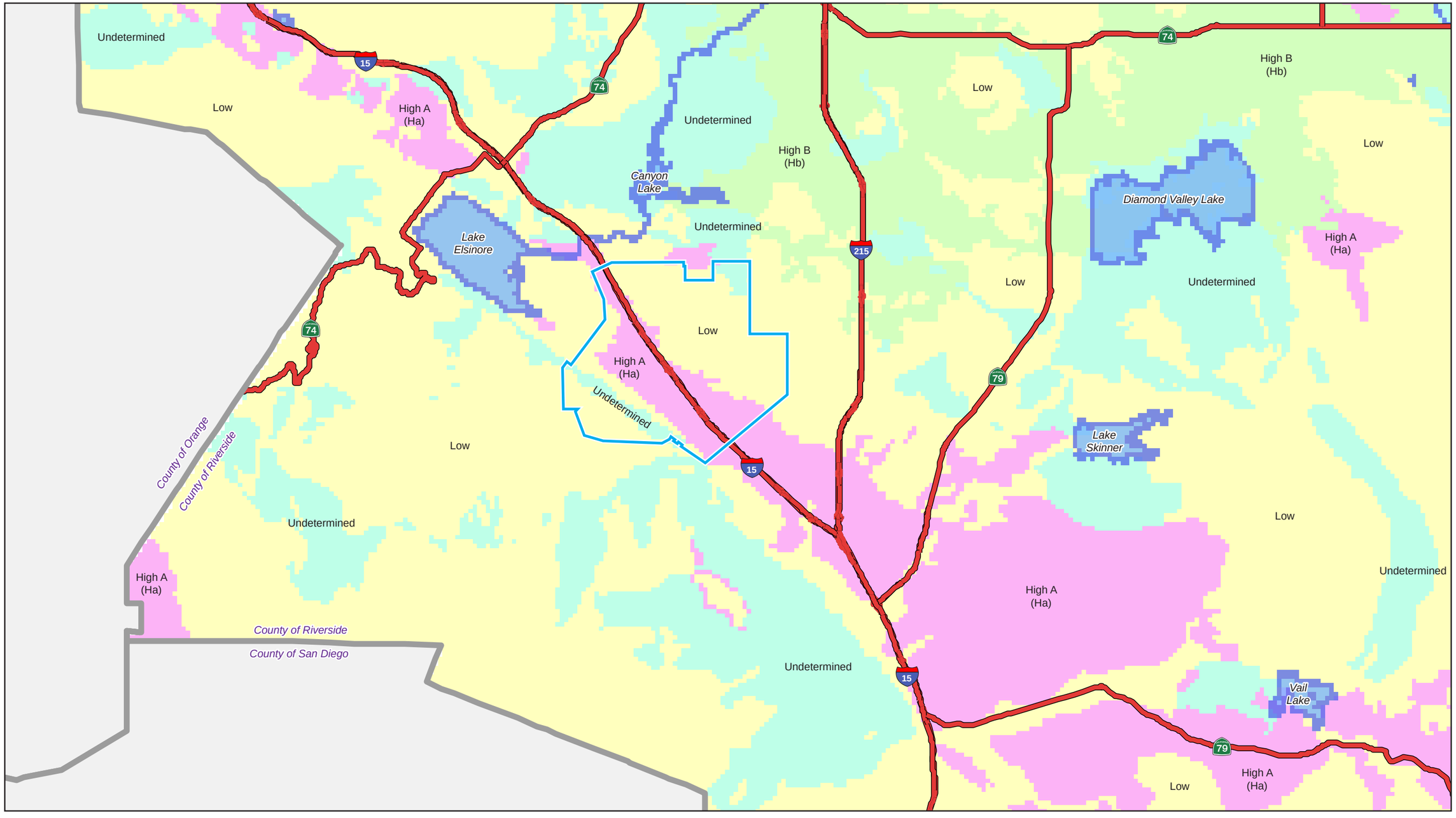
G-3 Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

G-4 Be located on expansive soil, as defined in Table 18-1B of the Uniform building Code (1994), creating substantial direct or indirect risks to life or property.

G-5 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.

G-6 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Figure 5.7-6 - Paleontological Sensitivity



Source: Riverside County 2015.

5.7.3 Proposed General Plan Goals and Policies

The following are relevant policies from the Proposed General Plan. The 2021-2029 Safety Element also includes applicable policies, which are listed under Section 5.7.1.2, *Local Regulations*, above.

Land Use Element

GOAL 7 Compatibility with the Natural Environment: Land uses and development intensities are compatible with scenic and natural resources and encourage environmental preservation.

- **Policy LU-7.1 Design to Respect Natural Settings.** Require that new development conform building massing to topographic forms and minimize alteration of natural landforms and vegetation, incorporating natural drainage systems, allowing development clustering to maintain slopes, restricting grading of steep slopes, and encouraging the preservation of significant hillsides, canyon edges and hilltops as prominent visual features.

Open Space and Conservation Element

GOAL OS 1: Biological resources are protected from development, conserved, restored, and enhanced.

- **Policy OS-1.7 Project Siting.** Require that new development projects respect, integrate with, and complement the natural features of the land including conforming building massing to topographic forms, restricting grading of steep slopes, and encouraging the preservation of visual horizon lines and significant hillsides as prominent visual features.

- **Policy OS-1.8 Protect Ridgelines.** Protect ridgelines from incompatible development that diminishes their scenic value, and ensure their conservation, preservation, and management.

- **Policy OS-1.9 Contour Grading.** Utilize contour grading and slope rounding to gradually transition graded road slopes into a natural configuration consistent with the topography of the areas.

GOAL OS 4: Cultural and historical resources that are protected, enhanced, and restored for the education, appreciation, and enjoyment of future generations.

- **Policy OS-4.3 Paleontological and Archeological Resources.** Require new development to avoid if possible and to minimize impacts to paleontological and archeological resources in accordance with the requirements of CEQA.

5.7.4 Environmental Impacts

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.7-1: Project residents, employees, and visitors could be subject to potential seismic-related hazards. [Threshold G-1i-iv]

Seismic Hazards

Wildomar's location and underlying geology make it susceptible to seismic and geologic hazards, including surface (fault) rupture and seismic ground shaking.

Ground Rupture

As shown on Figure 5.7-2, there are several fault lines and Alquist-Priolo Zones in or near the City. The Whittier-Elsinore Fault is the most prevalent Alquist-Priolo Zone within the City, as a portion of the Fault Zone (Glen Ivy/Temecula Segments) crosses directly through the southern portion of the City. Therefore, the City is vulnerable to seismic-related earthquake fault rupture and shaking although no noticeable local damage has been experienced over the years.

As required by the Alquist-Priolo Act Fault Zoning Act, the approval of projects within Earthquake Fault Zones must be in accordance with the policies and criteria established by the Surface Mining and Geology Board (PRC, Division 2, Chapter 7.5, Section 2623 (a)). These regulations require that fault investigation reports be prepared by a professional geologist registered in the State of California (14 CCR, Division 2, Chapter 8.1.3, Section 3603 (d)). Additionally, the Seismic Hazards Mapping Act requires projects for human occupancy that are within mapped fault zones to obtain a site-specific geotechnical report prior to the issuance of individual grading permits, and each new development would be required to retain a licensed geotechnical engineer to design new structures to withstand probable seismically induced ground shaking.

Furthermore, all new development in California is subject to the seismic design criteria of the CBC, which requires that all improvements be constructed to withstand anticipated ground shaking from regional fault sources. The CBC standards require all new developments to be designed consistent with a site specific, design-level geotechnical report, which would be fully compliant with the seismic recommendations of a California-registered professional geotechnical engineer. Adherence to the applicable CBC requirements, Alquist-Priolo Fault Zoning Act, Seismic Hazards Mapping Act, and General Plan policies—such as Policy LU-7.1 of the Proposed General Plan, which requires that new development conform building massing to topographic forms, and Policy S-5 of the Safety Element, which requires the enforcement of the Alquist-Priolo Earthquake Fault Zoning Act provisions—would ensure that implementation of the Proposed General Plan would not directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving ground rupture of a fault. Additionally, implementation of Mitigation Measure GEO-1, which would require the incorporation of recommendations from a project's geotechnical report, would reduce impacts to less than significant.

Strong Seismic Ground Shaking

Ground shaking is responsible for most of the damage from earthquakes and can damage or destroy buildings, structures, pipelines, and other infrastructure. The intensity of shaking depends on the type of fault, distance to the epicenter, magnitude of the earthquake, and subsurface geology. The Whittier-Elsinore fault is potentially capable of producing the most intense ground accelerations in the City because portions of it runs through the City. The greatest severity of ground shaking would occur in central Wildomar due to centralized faults running along Palomar Street and crossing over Mission Trail and Bundy Canyon Road in the southward direction of I-15 (see Figure 5.7-2). In southern California, there is no way to avoid earthquake hazards. However, compliance with the CBC, including specific provisions for seismic design, would mitigate and minimize the effects of earthquakes. The design of structures in accordance with the CBC is expected to minimize the effects of ground shaking to the greatest degree feasible.

Several policies would address seismic-related hazards, such as Policy S-7 which requires geological and geotechnical investigations to be performed at sites with potential geological hazards, and therefore, would reduce impacts to less than significant. Additionally, implementation of Mitigation Measure GEO-1, which would require incorporating recommendations from a project's geotechnical report and implementing the requirements of the CBC, would reduce impacts to less than significant.

Secondary Effects

Secondary effects of earthquakes are nontectonic processes such as ground deformation, including fissures, settlement, displacement, and loss of bearing strength, and are the leading causes of damage to structures during a moderate to large earthquake. Secondary effects leading to ground deformation include liquefaction, seismically induced landslides, settlement, subsidence, and/or collapse, and ground lurching.

Liquefaction

Research and historical data indicate that loose, granular materials at depths of less than 50 feet with silt and clay contents of less than 30 percent saturated by a relatively shallow groundwater table are most susceptible to liquefaction. These geological conditions are typical in parts of southern California, including Wildomar, and in valley regions and alluvial floodplains. A small portion of the City's southern edge, south of Palomar Street, is susceptible to liquefaction (see Figure 5.7-4, *Liquefaction Hazards Zones*.)

Liquefaction is expected within the City. Based on mandatory compliance with regulations, preparation and submittal of soil engineering reports, and implementation of Mitigation Measure GEO-1 (which requires incorporation of recommendations from a project's geotechnical report and implementation of the CBC) and the Safety Element policies, impacts would be less than significant. For example, Policy S-7, which requires geological and geotechnical investigations in areas with potential for earthquake-induced liquefaction, landslides, or settlement, for any building proposed for human occupancy and any structure whose damage would cause harm, would reduce impacts.

Landslides

Marginally stable slopes (including existing landslides) may be subject to landslides caused by earthquakes. The landslide hazard depends on many factors, including existing slope stability, shaking potential, and presence of existing landslides. The terrain of the City varies from flat to hilly. Figure 5.7-3*, Areas with Landslide Susceptibility*, identifies potential landslide hazards in the City.

The City requires compliance with the regulations in the CBC when approaching building operations along hillsides, as referenced in Title 15 of the Wildomar Municipal Code, which also requires an engineering geology report be submitted to the City for approval before performing any project on hillsides.

In addition to implementing City engineering standards and building requirements, all future development in the City would be required to comply with the policies in the Safety Element and Proposed General Plan, such as Policy S-12, which would require new development in hazard-prone areas to be designed to adequately reduce such hazards. Moreover, implementation of Mitigation Measure GEO-1, which would require incorporating recommendations from a project's geotechnical report and implementing requirements of the CBC, would reduce impacts to less than significant.

Settlement, Subsidence, and/or Collapse

The potential hazard posed by seismic settlement and/or collapse within the City is considered moderate based on the compressibility of the underlying alluvial soils and the presence of shallow groundwater. Strong ground shaking can cause settlement of alluvial soils underlying a site by allowing sediment particles to become more tightly packed. Alluvial deposits are especially susceptible to this phenomenon. Artificial fills, if not adequately compacted, may also experience seismically induced settlement. Because unconsolidated soils and undocumented fill material are present within the City, seismically induced settlement and/or collapse are potential impacts.

Site-specific mass grading and compaction that would occur as part of future development within the City would serve to mitigate any potential impacts to seismically induced settlement, subsidence, and/or collapse in the City (Wildomar 2021). Additionally, Safety Element Policy S-16, which requires geotechnical studies within documented subsidence zones as well as zones that may be susceptible to subsidence, prior to the issuance of development permits, would also ensure impacts are reduced. Moreover, implementation of Mitigation Measure GEO-1, which would require incorporating recommendations from a project's geotechnical report and implementing the requirements of the CBC, would reduce impacts to less than significant.

Ground Lurching

Seismically induced ground lurching occurs when soil or rock masses move at right angles to a cliff or steep slope in response to seismic waves. Structures built on these masses can experience significant lateral and vertical deformations if ground lurching occurs. Although ground lurching is expected within the City, mandatory compliance with existing regulations, including the preparation and submittal of soil engineering, engineering geology and seismicity reports, and implementation of Mitigation Measure GEO-1, which would

require incorporating recommendations from a project's geotechnical report and implementing requirements of the CBC, would reduce ground lurching impacts in any new developments to a less than significant level.

Summary

During construction of a project, the City's municipal code (Title 15, Buildings and Constructions) requires that projects submit grading plans and a geotechnical evaluation to minimize differential settlement and the slipping or sliding of earth, minimizing impacts from unstable geologic or soil conditions. These include preparation of relevant soil engineering reports, cut/ fills, drainage and erosion/ dust control, requirements for completion of work, and NPDES standards. Recommendations in the geotechnical report(s) (*e.g.,* soils engineering, engineering geology, and seismicity reports) are required to be included on grading plans and implemented during project construction activities. Mandatory compliance with existing regulations, including the preparation and submittal of soil engineering, geotechnical evaluation, seismicity reports for new developments, and implementation of Mitigation Measure GEO-1, which would require incorporating recommendations from a project's geotechnical report and implementing requirements of the CBC, would reduce impacts to a less than significant level. Additionally, policies from the City's Safety Element would ensure that risks to residents and businesses are minimized and impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.7-1 would be potentially significant.

Mitigation Measures

GEO-1 The project applicant/developer shall incorporate the recommendations of a project's geotechnical report into project plans related to a proposed project. A project's building plans shall demonstrate that they incorporate all applicable recommendations of the geotechnical report and comply with all applicable requirements of the latest adopted version of the California Building Code.

Level of Significance After Mitigation: Impact 5.7-1 would be less than significant.

Impact 5.7-2: Unstable geologic unit or soils conditions, including soil erosion and loss off topsoil, could result from development of the proposed project. [Thresholds G-2, G-3, and G-4]

The Proposed General Plan would involve soil disturbance, construction, and operation of developed land uses that could each be subject to unstable soil conditions.

Soil Erosion

Soils are particularly prone to erosion during the grading phase of development, especially during heavy rains. The use of a Storm Water Pollution Prevention Plan (SWPPP), which specifies best management practices for temporary erosion control for sites disturbing one or more acres, would reduce the potential for erosion during construction activities. Standard erosion control measures would be implemented as part of a SWPPP for proposed projects within the City to minimize the risk of erosion or sedimentation during construction. The SWPPP must include an erosion control plan that prescribes measures, such as phasing grading, limiting areas of disturbance, designating restricted-entry zones, diverting runoff from disturbed areas, protective measures

for sensitive areas, outlet protection, and provisions for revegetation or mulching. For future construction projects that disturb less than one acre of land, project applicants would still be required to implement an effective combination of erosion and sediment control BMPs. The City requires submittal of a Construction Runoff Management Plan for all construction sites and designates a minimum set of BMPs for erosion and sediment control, soil stabilization, and protection of natural hydrologic features.

Mandatory compliance with existing regulations, including the preparation and submittal of a SWPPP or Construction Runoff Management Plan, and a soil engineering evaluation; compliance with the Proposed General Plan policies, such as Policy LU-7.1 which requires that new development conform building massing to topographic forms; and implementation of Mitigation Measure GEO-1, which would require incorporating recommendations from a project's geotechnical report and implementing requirements of the CBC, would reduce impacts to a less than significant level.

Expansive Soils

Most of the City is composed primarily of alluvial sediments and, therefore, there is some potential for expansive soils throughout the City. Expansive soils are possible wherever clays and elastic silts may be present, including alluvial soils and weathered granitic and fine-grained sedimentary rocks. The presence of expansive soils represents a potential hazard to structures and people.

The City has adopted the latest version of the CBC (2022 CBC). The CBC requires that structures be designed to mitigate for expansive soils. Methods that could be used to reduce the impact of expansive soils include drainage control devices to limit water infiltration near foundation, over-excavation and recompacting of engineered fill method, or support of the foundation with piles. These methods as well as the General Plan policies, such as Policy S-16, which would require geotechnical studies with documented subsidence zone; Policy S-18, which would encourage and support efforts for long-term, permanent monitoring of topographic subsidence in the Elsinore Valley Groundwater Basin, irrespective of past subsidence; and Mitigation Measure GEO-1, which would require incorporating recommendations from a project's geotechnical report and implementing requirements of the CBC, would reduce the impact related to expansive soils to less than significant.

Settlement and Collapse

The risk of settlement or collapse has the potential to exist in areas with alluvial soils. Areas of large settlement can damage, or in extreme cases, destroy structures. The presence of compressible soil in the City represents a hazard to structures and people.

The CBC requires that structures be designed to mitigate compressible soils. Methods that could be used to reduce the impact of compressible soils include transferring the land to underlying non-compressible layers with piles and overexcavation of compressible soil and recompacting with engineered fill. These methods, as well as Mitigation Measure GEO-1, which would require incorporating recommendations from a project's geotechnical report and requirements of the CBC, and Policy S-16, which would require geotechnical studies with documented subsidence zone, would reduce the impact of compressible soils to less than significant.

Subsidence

Areas within the City that are susceptible to subsidence due to overdraft of groundwater aquifers are in the western portion of Wildomar around Corydon Road, Grand Avenue, Mission Road, all south of Interstate 15 (See Figure 5.7-5, *Subsidence Zone*). Subsidence due to overpumping of petroleum reserves, however, is not considered a potentially significant impact for the City because there are no active oil wells in the city (Wildomar 2021).

Because overdraft of groundwater can result in subsidence, groundwater storage by Elsinore Valley Municipal Water District (EVMWD), the Western Municipal Water District (WMWD), and statutory commitments to sustainable groundwater management practices would reduce the potential for future land subsidence. Furthermore, ongoing surveying of the ground surface by EVMWD and/or WMWD provides a way to verify that its efforts in preventing subsidence are effective. The EVMWD currently has the Elsinore Valley Subbasin Groundwater Sustainability Plan in place which describes current and historical groundwater conditions along with a groundwater monitoring network to ensure the basin will meet its sustainability goals. Additionally, implementation of Mitigation Measure GEO-1, which would require incorporating recommendations from a project's geotechnical report and implementing requirements of the CBC, and the Wildomar Safety Element Policies, such as Policy S-16, which would require geotechnical studies with documented subsidence zone, and Policy S-18 which would encourage and support efforts for long-term, permanent monitoring of topographic subsidence in the Elsinore Valley Groundwater Basin, irrespective of past subsidence, would reduce the impact of subsidence to less than significant.

Level of Significance Before Mitigation: Impact 5.7-2 would be potentially significant.

Mitigation Measures

See Mitigation Measure GEO-1.

Level of Significance After Mitigation: Impact 5.7-2 would be less than significant.

Impact 5.7-3: Soil conditions would adequately support proposed septic tanks. [Threshold G-5]

A majority of soil conditions in the City are adequate for support of proposed septic tanks. Large portions of the rural and mountainous areas of Wildomar, east of I-15 rely on septic tanks where nearby regional wastewater collection services are currently unavailable. As indicated in Section 5.19, *Utilities and Service Systems*, the Riverside County Department of Environmental Health's adopted Local Agency Management Program provides minimum standards and requirements for the treatment and disposal of onsite septic systems. Given the soil components as discussed in Impact Section 5.7-2, many areas in Wildomar can adequately support septic tanks. There are specific areas within the City that septic tanks may be less favorable, such as areas of subsidence and potential for landslides. The implementation of Policies S-17 and S-18 would reduce the impacts of geologic-induced problems associated with septic tank because these policies aim at coordinating with water districts and encouraging permanent water monitoring for areas of past subsidence. Additionally, compliance with the Wildomar Municipal Code Chapter 8.96 provides requirements for septic system installations, which

would ensure that soil conditions are adequate for future installation of septic tanks. Therefore, these policies would reduce the impact of soils conditions with respect to septic tanks.

Level of Significance Before Mitigation: Impact 5.7-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.7-3 would be less than significant.

Impact 5.7-4: Development under the proposed project could directly or indirectly destroy a unique paleontological resource or unique geologic feature. [Threshold G-6]

Paleontological resources are recognized as nonrenewable and therefore receive protection under the California Public Resources Code and CEQA. Adoption of the Proposed General Plan in itself would not directly affect paleontological resources. Long-term implementation of the Proposed General Plan land use plan could allow development (*e.g.*, new development, infill development, redevelopment, and revitalization/restoration), including grading, of known and unknown sensitive areas. Grading and construction activities of undeveloped areas or redevelopment that requires more intensive soil excavation than in the past could potentially disturb paleontological resources. Therefore, future development that would be accommodated by the Proposed General Plan could potentially unearth previously unrecorded resources. Review and protection of paleontological resources are also afforded by CEQA for individual development projects that would be accommodated by the Proposed General Plan, subject to discretionary actions that are implemented in accordance with the land use plan of the Proposed General Plan.

Under the California Public Resources Code, paleontological resources are recognized as non-renewable resources and receive protection. Figure 5.7-6, *Paleontological Sensitivity*, identifies areas of known paleontological sensitivity in the City. As shown in Figure 5.7-6, areas bounding I-15 and most of the central portion of the City have a high sensitivity for paleontological resources.

Long-term implementation of the Proposed General Plan could allow development, including grading, on portions of the City with sensitivity to paleontological resources. Grading and construction activities of undeveloped areas or redevelopment that requires more intensive soil excavation than in the past could potentially cause the disturbance of paleontological resources. Therefore, future development could potentially unearth previously unknown/unrecorded paleontological resources. Implementation of Mitigation Measure GEO-2, which requires an evaluation from a Certified Paleontologist, would reduce impacts to paleontological resources. Additionally, the Proposed General Plan includes Policy OS-4.3, which requires new development to minimize impacts to paleontological resources. Therefore, impacts would be less than significant with mitigation incorporated.

Level of Significance Before Mitigation: Impact 5.7-4 would be potentially significant.

Mitigation Measures

GEO-2 Prior to issuance of a grading permit, the project applicant shall retain a Certified Paleontologist to assess the potential for presence of paleontological resources and the potential for project construction to affect such resources if present. If it is determined, to the satisfaction of the City, that there is low potential for discovery or disturbance of paleontological resources, no further action shall be required.

If potential for discovery is deemed moderate to high, the project applicant shall retain a Certified Paleontologist to monitor all initial ground-disturbing activities in native soils or sediments. If the paleontologist, upon observing initial earthwork, determines there is low potential for discovery, no further action shall be required, and the paleontologist shall submit a memo to the City confirming findings of low potential.

Should any paleontological resources (i.e., fossils) be uncovered during project construction activities, all work within a 100-foot radius of the discovery site shall be halted or diverted to other areas on the site and the City shall be immediately notified. A Certified Paleontologist shall evaluate the finds and recommend appropriate next steps to ensure that the resource is not substantially adversely impacted, including but not limited to avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures.

Further ground disturbance shall not resume within a 100-foot radius of the discovery site until an agreement has been reached between the project applicant, a Certified Paleontologist, and the City as to the appropriate preservation or mitigation measures to ensure that the resource is not substantially adversely impacted.

Salvage and collection of significant fossils shall be done in accordance with the Society of Vertebrate Paleontology guidelines. Any paleontological resources salvaged shall be provided for curation at a local curation facility, or any other local museum or repository, such as the Western Science Center or World Museum of Natural History, willing and able to accept and house the resource to preserve for future scientific study.

Level of Significance After Mitigation: Impact 5.7-4 would be less than significant.

5.7.5 Cumulative Impacts

The geographic context for the analysis of impacts resulting from geologic hazards generally is site specific rather than cumulative in nature, because each project site has a different set of geologic considerations that would be subject to uniform site development and construction standards and unique standards depending on the outcome of a project-specific geotechnical study. Therefore, the potential for cumulative impacts is limited.

Future development and redevelopment pursuant to the Proposed General Plan and other development projects in the surrounding area would involve grading and excavation activities on individual sites, which would result in changes to the area's existing topography. Future hillside development may require cut and fill,

manufactured slopes, and changes to the natural topography. Compliance with the CBC and the recommendations of individual geotechnical investigations would reduce geologic hazards to new development.

Earthquake faults in the City could pose surface rupture hazards to developments proposed over the fault traces. However, compliance with the Alquist-Priolo Act and policies such as Policy LU-7.1 of the Proposed General Plan, which requires that new development conform building massing to topographic forms, and Policy S-5 of the Safety Element, which requires the enforcement of the Alquist-Priolo Earthquake Fault Zone Act provisions, would minimize surface rupture hazards to new development and redevelopment in and near the City.

Ground shaking hazards due to regional earthquake events could lead to the damage of buildings, parking lots, and utility lines and subsequent fires, falling objects, and other structural hazards that could cause property damage and personal injuries. These ground-shaking hazards are not unlike the potential hazards in other areas of the region. Depending on the magnitude of the earthquake, distance to the development site, underlying soil conditions, and strength of structures and infrastructure, ground-shaking hazards may be significant. Future development and redevelopment in the City would be designed and built in accordance with applicable standards in the CBC, including pertinent seismic design criteria. Existing buildings to be reused would be rehabilitated in accordance with the CBC and local building regulations. This would allow structures to withstand ground shaking and to maintain hazards at acceptable levels.

Site-specific geologic hazards would be addressed by the geotechnical investigation required by the City for each development proposal (Mitigation Measure GEO-1). This investigation would identify the geologic and seismic characteristics on a site and provide guidelines for engineering design and construction to ensure the structural integrity of proposed development. Compliance of individual projects with the recommendations of the geotechnical investigation would prevent hazards associated with unstable soils, landslide potential, lateral spreading, liquefaction, soil collapse, expansive soil, soil erosion, and other geologic issues. No cumulative adverse impacts are expected.

Future development in mountainous or rural areas may use septic tanks or alternative wastewater disposal systems in areas without sewer service. Compliance with the RWQCB regulations, the County of Riverside's Septic Tank Regulations, and Chapter 8.96, Sewage Discharges, of the Wildomar Municipal Code would prevent hazards associated with soils incapable of supporting septic systems. In the City, septic tanks are allowed with permitting in specifically rural-zoned areas that do not have connection to the City's sewer system.

Specific paleontological resources searches in the City were not conducted. Under the California Public Resources Code, paleontological resources are recognized as non-renewable resources and receive protection. Wildomar is mapped as having areas with high potential for paleontological resources. All future development in the City would be required to implement Mitigation Measure GEO-2, which requires a certified paleontologist to be present when grading in bedrock occurs to further evaluate the fossil resources.

Adherence to relevant plans, codes, and regulations with respect to project design and construction would provide adequate levels of safety in the City of Wildomar and surrounding areas. Such adherence would ensure that the proposed project would not result in a cumulatively considerable contribution to cumulative impacts related to geologic and soil condition. Therefore, the cumulative impact would be less than significant

5.7.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.7-3.

Without mitigation, the following impact would be **potentially significant**:

- **Impact 5.7-1** Implementation of the Proposed General Plan may expose people and buildings to seismic-related hazards.
- **Impact 5.7-2** Implementation of the Proposed General Plan could result in unstable geologic unit or soil condition.
- **Impact 5.7-4** Implementation of the Proposed General Plan could impact paleontological resources or geologic features due to development.

5.7.7 Mitigation Measures

GEO-1 The project applicant/developer shall incorporate the recommendations of a project's geotechnical report into project plans related to a proposed project. A project's building plans shall demonstrate that they incorporate all applicable recommendations of the geotechnical report and comply with all applicable requirements of the latest adopted version of the California Building Code.

GEO-2 Prior to issuance of a grading permit, the project applicant shall retain a Certified Paleontologist to assess the potential for presence of paleontological resources and the potential for project construction to affect such resources if present. If it is determined, to the satisfaction of the City, that there is low potential for discovery or disturbance of paleontological resources, no further action shall be required.

If potential for discovery is deemed moderate to high, the project applicant shall retain a Certified Paleontologist to monitor all initial ground-disturbing activities in native soils or sediments. If the paleontologist, upon observing initial earthwork, determines there is low potential for discovery, no further action shall be required, and the paleontologist shall submit a memo to the City confirming findings of low potential.

Should any paleontological resources (i.e., fossils) be uncovered during project construction activities, all work within a 100-foot radius of the discovery site shall be halted or diverted to other areas on the site and the City shall be immediately notified. A Certified Paleontologist shall evaluate the finds and recommend appropriate next steps to ensure that the resource is not substantially adversely impacted, including but not limited to avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures.

Further ground disturbance shall not resume within a 100-foot radius of the discovery site until an agreement has been reached between the project applicant, a Certified Paleontologist, and the City as to the appropriate preservation or mitigation measures to ensure that the resource is not substantially adversely impacted.

Salvage and collection of significant fossils shall be done in accordance with the Society of Vertebrate Paleontology guidelines. Any paleontological resources salvaged shall be provided for curation at a local curation facility, or any other local museum or repository, such as the Western Science Center or World Museum of Natural History, willing and able to accept and house the resource to preserve for future scientific study.

5.7.8 Level of Significance After Mitigation

Impact 5.5-1 and Impact 5.5-2

Mitigation Measure GEO-1 would require the incorporation of the recommendations from a project's geotechnical report into project plans to reduce seismic- and soil-related impacts. Therefore, impacts would be less than significant.

Impact 5.5-4

Mitigation Measure GEO-2 would require a certified paleontologist to be present when grading in bedrock occurs to further evaluate the fossil resources. Therefore, impacts would be less than significant.

5.7.9 References

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5.8 GREENHOUSE GAS EMISSIONS

This section of the DEIR evaluates the potential for the adoption and implementation of the City of Wildomar Proposed General Plan (Proposed General Plan) to impact greenhouse gas (GHG) emissions in a local and regional context. Because no single project is large enough to result in a measurable increase in global concentrations of GHG, climate change impacts of a project are considered on a cumulative basis based on the GHG emissions reduction goals identified in the California Air Resources Board's (CARB) 2022 Scoping Plan. GHG emissions modeling is based on the emissions inventory and forecast included in Appendix 5.3-1 of this DEIR.

Terminology

The following are definitions for terms used throughout this section.

- **Greenhouse gases (GHG).** Gases in the atmosphere that absorb infrared light, thereby retaining heat in the atmosphere and contributing to a greenhouse effect.
- **Global warming potential (GWP).** Metric used to describe how much heat a molecule of a greenhouse gas absorbs relative to a molecule of carbon dioxide (CO_2) over a given period of time (20, 100, and 500 years). CO_2 has a GWP of 1.
- **Carbon dioxide-equivalent (CO_2e).** The standard unit to measure the amount of greenhouse gases in terms of the amount of CO_2 that would cause the same amount of warming. CO_2e is based on the GWP ratios between the various GHGs relative to CO_2.
- **$MTCO_2e$.** Metric ton of CO_2e.
- **$MMTCO_2e$.** Million metric tons of CO_2e.

FOCAL POINT

This section includes a discussion of the GHG emission impacts of the existing environment that would potentially be altered by the proposed project's implementation. Project-related GHG emissions are not confined to a particular air basin but are dispersed worldwide. Therefore, impacts identified under Impact 5.8-1 and Impact 5.8-2 are not project-specific impacts to global warming, but the Proposed General Plan's contribution to this cumulative impact.

At buildout of the Proposed General Plan, GHG emissions are projected to increase 21 percent more than the existing conditions and would not result in the 85 percent reduction from existing conditions necessary to ensure the City is on a trajectory to achieve the long-term reductions goals of AB 1279 and substantial progress toward the State's carbon neutrality goals (refer to Table 5.8-5). The majority of the Proposed General Plan's emissions are from on-road transportation (56 percent) and building energy use (28 percent).

While growth in the City would cumulatively contribute to GHG emissions impacts, implementation of the Proposed General Plan goals and policies would help minimize energy and mobile-source emissions.

Furthermore, the Proposed General Plan's Open Space and Conservation Element includes policies that require the City to implement a Climate Action Plan to reduce GHG emissions consistent with statewide GHG reduction goals. However, it is uncertain whether these Climate Action Plan policies will lower the City's GHG emissions to a less-than-significant level. Given the growth in population and employment within the City and the magnitude of emissions reductions needed to achieve the GHG reduction target, GHG emissions are considered significant and unavoidable.

Development projects accommodated under the Proposed General Plan are required to adhere to the programs and regulations identified by the CARB Scoping Plan and implemented by state, regional, and local agencies to achieve the statewide GHG reduction goals of AB 32, SB 32, and AB 1279. Additionally, the Proposed General Plan contains goals and policies to minimize VMT and reduce VMT per service population, which in turn would reduce GHG emissions. Overall, implementation of the Proposed General Plan would help reduce GHG emissions and would not obstruct implementation of CARB Scoping Plan or SCAG's Connect SoCal goals.

5.8.1 Environmental Setting

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as GHGs, to the atmosphere. The primary source of these GHGs is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs—water vapor, carbon dioxide (CO_2), methane (CH_4), and ozone (O_3)—that are the likely cause of an increase in global average temperatures observed in the 20th and 21st centuries. Other GHGs identified by the IPCC that contribute to global warming to a lesser extent are nitrous oxide (N_2O), sulfur hexafluoride (SF_6), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons (IPCC 2001).[1,2]

Some of the major GHGs that are applicable to the proposed project are described below.

- **Carbon dioxide (CO_2)** enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and respiration, and also as a result of other chemical reactions (*e.g.,* manufacture of cement). Carbon dioxide is removed from the atmosphere (sequestered) when it is absorbed by plants as part of the biological carbon cycle.

- **Methane (CH_4)** is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and from the decay of organic waste in landfills and water treatment facilities.

[1] Water vapor (H_2O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant because it is considered part of the feedback loop rather than a primary cause of change.

[2] Black carbon contributes to climate change both directly, by absorbing sunlight, and indirectly, by depositing on snow (making it melt faster) and by interacting with clouds and affecting cloud formation. Black carbon is the most strongly light-absorbing component of particulate matter (PM) emitted from burning fuels such as coal, diesel, and biomass. The share of black carbon emissions from transportation is dropping rapidly and is expected to continue to do so between now and 2030 as a result of California's air quality programs. The remaining black carbon emissions will come largely from woodstoves/fireplaces, off-road applications, and industrial/commercial combustion (CARB 2022a). However, State and national GHG inventories do not include black carbon due to ongoing work resolving the precise global warming potential of black carbon. Guidance for CEQA documents does not yet include black carbon.

- **Nitrous oxide (N_2O)** is emitted during agricultural and industrial activities as well as during the combustion of fossil fuels and solid waste.

GHGs are dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Some GHGs have a stronger greenhouse effect than others. These are referred to as high GWP gases. The GWP of GHG emissions are shown in Table 5.8-1, *GHG Emissions and their Relative Global Warming Potential Compared to CO_2*. The GWP is used to convert GHG to CO_2-equivalence (CO_2e) to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. For example, under the IPCC Fifth Assessment Report (AR5), GWP values for CH_4, 10 MT of CH_4 would be equivalent to 280 MT of CO_2.

Table 5.8-1 GHG Emissions and Their Relative Global Warming Potential Compared to CO2

GHGs	Fourth Assessment Report Global Warming Potential Relative to CO_2[1]	Fifth Assessment Report Global Warming Potential Relative to CO_2[1]	Sixth Assessment Report Global Warming Potential Relative to CO_2[1]
Carbon Dioxide (CO_2)	1	1	1
Methane (CH_4)[2]	25	28	30
Nitrous Oxide (N_2O)	298	265	273

Source: IPCC 2007, 2013, and 2022.
Notes: The IPCC published updated GWP values in its Sixth Assessment Report (AR6) that reflect new information on atmospheric lifetimes of GHGs and an improved calculation of the radiative forcing of CO_2. However, GWP values identified in AR5 are used by the 2022 Scoping Plan for long-term emissions forecasting. Therefore, this analysis utilizes AR5 GWP values consistent with the current Scoping Plan.
[1] Based on 100-year time horizon of the GWP of the air pollutant compared to CO_2.
[2] The methane GWP includes direct effects and indirect effects due to the production of tropospheric ozone and stratospheric water vapor. The indirect effect due to the production of CO_2 is not included.

Human Influence on Climate Change

For approximately 1,000 years before the Industrial Revolution, the amount of GHGs in the atmosphere remained relatively constant. During the 20th century, scientists observed a rapid change in the climate and the quantity of climate change pollutants in the Earth's atmosphere that is attributable to human activities.

The recent IPCC Sixth Assessment Report (AR6) summarizes the latest scientific consensus on climate change. It finds that atmospheric concentrations of CO_2 have increased by 50 percent since the Industrial Revolution and continue to increase at a rate of two parts per million each year. By the 2030s, and no later than 2040, the world will exceed 1.5°C warming (CARB 2022a). These recent changes in the quantity and concentration of climate change pollutants far exceed the extremes of the ice ages, and the global mean temperature is warming at a rate that cannot be explained by natural causes alone. Human activities are directly altering the chemical composition of the atmosphere through the buildup of climate change pollutants (CAT 2006). In the past, gradual changes in the Earth's temperature changed the distribution of species, availability of water, and other conditions. Human activities are accelerating this process so that environmental impacts associated with climate change no longer occur in a geologic time frame but within a human lifetime (IPCC 2007).

Like the variability in the projections of the expected increase in global surface temperatures, the environmental consequences of gradual changes in the Earth's temperature are hard to predict. Projections of climate change depend heavily upon future human activity. Therefore, climate models are based on different emission scenarios that account for historical trends in emissions and on observations of the climate record that assess the human influence of the trend and projections for extreme weather events. Climate-change scenarios are affected by varying degrees of uncertainty. For example, there are varying degrees of certainty on the magnitude of the trends for:

- Warmer and fewer cold days and nights over land areas.
- Warmer and more frequent hot days and nights over most land areas.
- An increase in frequency of warm spells/heat waves over most land areas.
- An increase in frequency of heavy precipitation events (or proportion of total rainfall from heavy falls) over most areas.
- Larger areas affected by drought.
- Intense tropical cyclone activity increases.
- Increased incidence of extreme high sea level (excluding tsunamis).

Potential Climate Change Impacts for California

There is at least a greater than 50 percent likelihood that global warming will reach or exceed 1.5°C in the near-term, even for the very low GHG emissions scenario (IPCC 2022). Climate change is already impacting California and will continue to affect it for the foreseeable future. For example, the average temperature in most areas of California is already 1°F higher than historical levels, and some areas have seen average increases in excess of 2°F (CalOES 2020). The California Fourth Climate Change Assessment identifies the following climate change impacts under a business-as-usual scenario, in which no new actions are taken to curb GHG emissions:

- Annual average daily high temperatures in California are expected to rise by 2.7°F by 2040, 5.8°F by 2070, and 8.8°F by 2100 compared to observed and modeled historical conditions. These changes are statewide averages. Heat waves are projected to become longer, more intense, and more frequent.
- Warming temperatures are expected to increase soil moisture loss and lead to drier seasonal conditions. Summer dryness may become prolonged, with soil drying beginning earlier in the spring and lasting longer into the fall and winter rainy season.
- High heat increases the risk of death from cardiovascular, respiratory, cerebrovascular, and other diseases.

- Droughts are likely to become more frequent and persistent through 2100.[3]
- Climate change is projected to increase the strength of the most intense precipitation and storm events affecting California.
- Mountain ranges in California are already seeing a reduction in the percentage of precipitation falling as snow. Snowpack levels are projected to decline significantly by 2100 due to reduced snowfall and faster snowmelt. California's water storage system is designed with the expectation that snow will stay frozen for many months, and that as it melts, it will be stored in a series of reservoirs and dams, many of which are used to generate electricity. Changing waterfall patterns therefore impact both water supply and electricity supply.
- Marine layer clouds are projected to decrease, though more research is needed to better understand their sensitivity to climate change.
- Extreme wildfires (*i.e.,* fires larger than 10,000 hectares or 24,710 acres) are expected to occur 50 percent more frequently. The maximum area burned statewide may increase 178 percent by the end of the century. Drought and reduced water supplies can increase wildfire risk.
- Exposure to wildfire smoke is linked to increased incidence of respiratory illness.
- Sea-level rise is expected to continue to increase erosion of beaches, cliffs, and bluffs (CalOES 2020).

Global climate change risks to California are shown in Table 5.8-2, *Summary of GHG Emissions Risks to California,* and include impacts to public health, water resources, agriculture, coastal sea level, forest and biological resources, and energy.

Table 5.8-2 Summary of GHG Emissions Risks to California

Impact Category	Potential Risk
Public Health Impacts	Heat waves will be more frequent, hotter, and longer Fewer extremely cold nights Poor air quality made worse Higher temperatures increase ground-level ozone levels
Water Resources Impacts	Decreasing Sierra Nevada snowpack Challenges in securing adequate water supply Potential reduction in hydropower Loss of winter recreation
Agricultural Impacts	Increasing temperature Increasing threats from pests and pathogens Expanded ranges of agricultural weeds Declining productivity Irregular blooms and harvests

[3] Overall, California has become drier over time, with five of the eight years of severe to extreme drought occurring between 2007 and 2016, and with unprecedented dry years in 2014 and 2015 (OEHHA 2018). Statewide precipitation has become increasingly variable from year to year, with the driest consecutive four years occurring from 2012 to 2015 (OEHHA 2018).

Table 5.8-2 Summary of GHG Emissions Risks to California

Impact Category	Potential Risk
Coastal Sea Level Impacts	Accelerated sea level rise Increasing coastal floods Shrinking beaches Worsened impacts on infrastructure
Forest and Biological Resource Impacts	Increased risk and severity of wildfires Lengthening of the wildfire season Movement of forest areas Conversion of forest to grassland Declining forest productivity Increasing threats from pest and pathogens Shifting vegetation and species distribution Altered timing of migration and mating habits Loss of sensitive or slow-moving species
Energy Demand Impacts	Potential reduction in hydropower Increased energy demand

Source: CEC 2006, 2009; CCCC 2012; CNRA 2014; CalEOS 2020.

5.8.1.1 REGULATORY BACKGROUND

Federal Regulations

The US Environmental Protection Agency (EPA) announced on December 7, 2009, that GHG emissions threaten the public health and welfare of the American people and that GHG emissions from on-road vehicles contribute to that threat. The EPA's final findings respond to the 2007 US Supreme Court decision that GHG emissions fit within the Clean Air Act definition of air pollutants (*Massachusetts v. EPA*, 549 U.S. 497 (2007)). The findings did not themselves impose any emission reduction requirements but allowed the EPA to finalize the GHG standards proposed in 2009 for new light-duty vehicles as part of the joint rulemaking with the Department of Transportation (USEPA 2009).

To regulate GHGs from passenger vehicles, EPA was required to issue an endangerment finding. The finding identifies emissions of six key GHGs—CO_2, CH_4, N_2O, hydrofluorocarbons, perfluorocarbons, and SF_6—that have been the subject of scrutiny and intense analysis for decades by scientists in the United States and around the world.

US Mandatory Reporting Rule for GHGs (2009)

In response to the endangerment finding, the EPA issued the Mandatory Reporting of GHG Rule that requires substantial emitters of GHG emissions (large stationary sources, etc.) to report GHG emissions data. Facilities that emit 25,000 $MTCO_2e$ or more per year are required to submit an annual report.

Update to Corporate Average Fuel Economy Standards (2021 to 2026)

The federal government issued new Corporate Average Fuel Economy (CAFE) standards in 2012 for model years 2017 to 2025, which required a fleet average of 54.5 miles per gallon (mpg) in 2025. However, on March 30, 2020, the EPA finalized an updated CAFE and GHG emissions standards for passenger cars and light trucks and established new standards, covering model years 2021 through 2026, known as the Safer Affordable Fuel Efficient (SAFE) Vehicles Final Rule for Model Years 2021-2026. Under SAFE, the fuel economy standards will increase 1.5 percent per year compared to the 5 percent per year under the CAFE standards established in 2012. Overall, SAFE requires a fleet average of 40.4 mpg for model year 2026 vehicles (85 Federal Register 24174 (April 30, 2020)).

On December 21, 2021, under the direction of Executive Order (EO) 13990 issued by President Biden, the National Highway Traffic Safety Administration (NHTSA) repealed SAFE Vehicles Rule Part One, which had preempted state and local laws related to fuel economy standards. In addition, the NHTSA adopted new fuel standards on May 2, 2022. Fuel efficiency under the new standards will increase 8 percent annually for model years 2024 to 2025 and 10 percent for model year 2026. Overall, the new CAFE standards require a fleet average of 49 mpg for passenger vehicles and light trucks for model year 2026, which would be a 10 mpg increase relative to model year 2021 (Federal Register 2022).

On July 28, 2023, NHTSA proposed new CAFE standards for passenger cars and light trucks built in model years 2027-2032, and new fuel efficiency standards for heavy-duty pickup trucks and vans built in model years 2027-2035. If finalized, the proposal would require an industry fleet-wide average of approximately 58 miles per gallon for passenger cars and light trucks in model year 2032, by increasing fuel economy by 2 percent year over year for passenger cars and by 4 percent year over year for light trucks. For heavy-duty pickup trucks and vans, the proposal would increase fuel efficiency by 10 percent year over year (NHTSA 2023).

In 2024, the EPA issued a final rule, Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles, that sets new, more protective standards to reduce harmful air pollutant emissions from light-duty and medium-duty vehicles starting with model year 2027 (US EPA 2024). The final rule builds upon EPA's final standards for federal GHG emissions standards for passenger cars and light trucks for model years 2023 through 2026 and leverages advances in clean car technology to help improve public health from vehicle emissions. These standards will phase in over model years 2027 through 2032.

State Regulations

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in EOs S-03-05 and B-30-15, Assembly Bill (AB) 32, AB 1279, Senate Bill (SB) 32, and SB 375.

Executive Order S-03-05

Executive Order S-03-05, signed June 1, 2005, set the following GHG reduction targets for the state:

- 2000 levels by 2010

- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

Assembly Bill 32, the Global Warming Solutions Act (2006)

State of California guidance and targets for reductions in GHG emissions are generally embodied in the Global Warming Solutions Act, adopted with passage of AB 32. AB 32 was passed by the California State Legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 follows the 2020 emissions reduction goal established in EO S-03-05. CARB prepared the 2008 Scoping Plan to outline a plan to achieve the GHG emissions reduction targets of AB 32.

Executive Order B-30-15

Executive Order B-30-15, signed April 29, 2015, sets a goal of reducing GHG emissions in the state to 40 percent below 1990 levels by year 2030. Executive Order B-30-15 also directs CARB to update the Scoping Plan to quantify the 2030 GHG reduction goal for the state and requires state agencies to implement measures to meet the interim 2030 goal as well as the long-term goal for 2050 in Executive Order S-03-05. It also requires the Natural Resources Agency to conduct triennial updates of the California adaption strategy, Safeguarding California, to ensure climate change is accounted for in state planning and investment decisions.

Senate Bill 32 and Assembly Bill 197

In September 2016, Governor Brown signed Senate Bill 32 and Assembly Bill 197, making the Executive Order B-30-15 goal for year 2030 into a statewide, mandated legislative target. AB 197 established a joint legislative committee on climate change policies and requires CARB to prioritize direct emissions reductions rather than the market-based cap-and-trade program for large stationary, mobile, and other sources.

Executive Order B-55-18

Executive Order B-55-18, signed September 10, 2018, sets a goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." Executive Order B-55-18 directs CARB to work with relevant state agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. The goal of carbon neutrality by 2045 is in addition to other statewide goals, meaning not only should emissions be reduced to 80 percent below 1990 levels by 2050, but that, by no later than 2045, the remaining emissions be offset by equivalent net removals of CO_2e from the atmosphere, including through sequestration in forests, soils, and other natural landscapes.

Assembly Bill 1279

AB 1279, signed by Governor Newsom in September 2022, codifies the carbon neutrality targets of EO B-55-18 for year 2045 and sets a new legislative target for year 2045 of 85 percent below 1990 levels for anthropogenic GHG emissions. CARB was required to update the Scoping Plan to identify and recommend measures to achieve the net-zero and GHG emissions-reduction goals.

2022 Climate Change Scoping Plan

CARB adopted the *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan) on December 15, 2022, which lays out a path to achieve carbon neutrality by 2045 or earlier and to reduce the state's anthropogenic GHG emissions (CARB 2022a). The Scoping Plan was updated to address the carbon neutrality goals of EO B-55-18 and the ambitious GHG reduction target as directed by AB 1279. Previous scoping plans focused on specific GHG reduction targets for industrial, energy, and transportation sectors—to meet 1990 levels by 2020, and then the more aggressive 40 percent below that for the 2030 target. This Plan expands upon earlier scoping plans with a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045. Carbon neutrality takes it one step further by expanding actions to capture and store carbon, including through natural and working lands and mechanical technologies, while drastically reducing anthropogenic sources of carbon pollution at the same time.

The path forward was informed by the recent IPCC AR6; the measures would achieve 85 percent below 1990 levels by 2045 in accordance AB 1279. CARB's 2022 Scoping Plan identifies strategies as shown in Table 5.8-3, *Priority Strategies for Local Government Climate Action Plans*, that would be most impactful at the local level for ensuring substantial process towards the State's carbon neutrality goals.

Table 5.8-3 Priority Strategies for Local Government Climate Action Plans

Priority Area	Priority Strategies
Transportation Electrification	Convert local government fleets to zero-emission vehicles (ZEV) and provide electric vehicle (EV) charging at public sites.
	Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as building standards that exceed State building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZEV readiness plans).
Vehicle Miles Traveled (VMT) Reduction	Reduce or eliminate minimum parking standards.
	Implement complete streets policies and investments, consistent with general plan circulation element requirements.
	Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, microtransit, and other approaches.
	Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking.
	Implement parking pricing or transportation demand management pricing strategies.
	Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing allowable density of the neighborhood).
	Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert "greenfield" land to urban uses (*e.g.,* green belts, strategic conservation easements).
Building Decarbonization	Adopt all-electric new construction reach codes for residential and commercial uses.
	Adopt policies and incentive programs to implement energy efficiency retrofits for existing buildings, such as weatherization, lighting upgrades, and replacing energy-intensive appliances and equipment with more efficient systems (such as Energy Star-rated equipment and equipment controllers).
	Adopt policies and incentive programs to electrify all appliances and equipment in existing buildings such as appliance rebates, existing building reach codes, or time of sale electrification ordinances.
	Facilitate deployment of renewable energy production and distribution and energy storage on privately owned land uses (*e.g.,* permit streamlining, information sharing).
	Deploy renewable energy production and energy storage directly in new public projects and on existing public facilities (*e.g.,* solar photovoltaic systems on rooftops of municipal buildings and on canopies in public parking lots, battery storage systems in municipal buildings).

Source: CARB 2022a.

Residential and mixed-use development projects including the following key project attributes would accommodate growth in a manner consistent with State GHG reduction and equity prioritization goals. This is the first approach the State recommends for qualitatively determining whether a proposed residential or mixed-use residential development would align with the State's climate goals while simultaneously advancing fair housing.

Key residential and mixed-use project attributes that reduce GHGs:

- Transportation Electrification
  - Provide EV charging infrastructure that, at a minimum, meets the most ambitious voluntary standards in the California Green Building Standards Code at the time of project approval.
- VMT Reduction
  - Is located on infill sites that are surrounded by existing urban uses and reuses or redevelops previously undeveloped or underutilized land that is presently served by existing utilities and essential public services (*e.g.,* transit, streets, water, and sewer).
  - Does not result in the loss or conversion of the state's natural and working lands.
  - Consists of transit-supportive densities (minimum of 20 residential dwelling units/acre), or is in proximity to existing transit stops (within a half mile), or satisfies more detailed and stringent criteria specified in the region's Sustainable Communities Strategy (SCS).
  - Reduces parking requirements by:
    - Eliminating parking requirements or including maximum allowable parking ratios (*i.e.,* the ratio of parking spaces to residential units or square feet); or
    - Providing residential parking supply at a ratio of <1 parking space per dwelling unit; or
    - For multi-family residential development, requiring parking costs to be unbundled from costs to rent or own a residential unit.
  - At least 20 percent of the units are affordable to lower-income residents.
  - Result in no net loss of existing affordable units.
- Building Decarbonization
  - Use all electric appliances without any natural gas connections and does not use propane or other fossil fuels for space heating, water heating, or indoor cooking.

The second approach to project-level alignment with State climate goals is net zero GHG emissions, especially for new residential development. The third approach to demonstrating project-level alignment with

State climate goals is to align with GHG thresholds of significance, which many local air quality management and air pollution control districts have developed or adopted (CARB 2022a).

Senate Bill 375

In 2008, SB 375, the Sustainable Communities and Climate Protection Act, was adopted to connect the GHG emissions reductions targets established in the 2008 Scoping Plan for the transportation section to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce VMT and vehicle trips. Specifically, SB 375 required CARB to establish GHG emissions reduction targets for each of the 18 metropolitan planning organizations (MPO). The Southern California Association of Governments (SCAG) is the MPO for the Southern California region, which includes the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial.

2017 Update to the SB 375 Targets

CARB is required to update the targets for the MPOs every eight years. In June 2017, CARB released updated targets and technical methodology and recently released another update in February 2018. The updated targets consider the need to further reduce VMT, as identified in the 2017 Scoping Plan Update, while balancing the need for additional and more flexible revenue sources to incentivize positive planning and action toward sustainable communities. Like the 2010 targets, the updated SB 375 targets are in units of percent per capita reduction in GHG emissions from automobiles and light trucks relative to 2005. This excludes reductions anticipated from implementation of state technology and fuels strategies and any potential future state strategies such as statewide road user pricing. The proposed targets call for greater per capita GHG emissions reductions from SB 375 than are currently in place, which for 2035, translate into proposed targets that either match or exceed the emission reduction levels in the MPOs' currently adopted sustainable communities strategies (SCS). As proposed, CARB staff's targets would result in an additional reduction of over 8 MMTCO_2e in 2035 compared to the current targets. For the next round of SCS updates, CARB's updated targets for the SCAG region are an 8 percent capita GHG reduction in 2020 from 2005 levels (unchanged from the 2010 target) and a 19 percent per capita GHG reduction in 2035 from 2005 levels (compared to the 2010 target of 13 percent) (CARB 2018).

Transportation Sector Specific Regulations

Advanced Clean Fleets and Advanced Clean Trucks

CARB adopted the Advanced Clean Fleets (ACF) regulation in 2023 to accelerate the transition to zero-emission medium- and heavy-duty vehicles. In conjunction with the Advanced Clean Trucks regulation, the ACF regulations helps to ensure that medium- and heavy-duty ZEVs are brought to the market, by requiring certain fleets to purchase ZEVs. The ACF ZEV phase-in approach provides initial focus where the best fleet electrification opportunities exist, sets clear targets for regulated fleets to make a full conversion to ZEVs, and creates a catalyst to accelerate development of a heavy-duty public charging infrastructure network.

Assembly Bill 1493

California vehicle GHG emission standards were enacted under AB 1493 (Pavley I). Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016 and is anticipated to reduce GHG emissions from new passenger vehicles by 30 percent in 2016. California implements the Pavley I standards through a waiver granted to California by the EPA. In 2012, the EPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG emissions standards for model years 2017 through 2025 light-duty vehicles (see also the discussion on the updated to Corporate Average Fuel Economy standards [2021 to 2026]).

In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases with requirements for greater numbers of ZEVs into a single package of standards. Under California's Advanced Clean Car program, by 2025 new automobiles will emit 34 percent less global warming gases and 75 percent less smog-forming emissions.

Executive Order S-01-07

On January 18, 2007, the state set a new low carbon fuel standard for transportation fuels sold in the state. Executive Order S-01-07 sets a declining standard for GHG emissions measured in CO_2e gram per unit of fuel energy sold in California. The standard requires a reduction of 2.5 percent in the carbon intensity of California's transportation fuels by 2015 and a reduction of at least 10 percent by 2020. The standard applies to refiners, blenders, producers, and importers of transportation fuels, and would use market-based mechanisms to allow these providers to choose how they reduce emissions during the "fuel cycle".

Executive Order B-16-2012

Governor Brown issued EO B-16-2012 on March 2012, which directed that the CARB, the California Energy Commission (CEC), the Public Utilities Commission, and other relevant agencies work with the Plug-in Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to accommodate ZEVs in major metropolitan areas, including infrastructure to support them (*e.g.,* electric vehicle charging stations). The executive order also directed the number of ZEVs in California's state vehicle fleet to increase through the normal course of fleet replacement so that at least 10 percent of fleet purchases of light-duty vehicles are zero emissions (ZE) by 2015 and at least 25 percent by 2020. The executive order also establishes a target for the transportation sector of reducing GHG emissions 80 percent below 1990 levels.

Executive Order N-79-20

On September 23, 2020, Governor Newsom signed EO N-79-20, establishing a goal that 100 percent of in-state sales of new passenger cars and trucks will be ZE by 2035. Additionally, the fleet goals for trucks are that 100 percent of drayage trucks are ZE by 2035, and 100 percent of medium- and heavy-duty vehicles in the state are ZE by 2045, where feasible. The executive order's goal for the State is to transition to 100 percent ZE off-road vehicles and equipment by 2035, where feasible.

Renewables Portfolio: Carbon Neutrality Regulations

Senate Bills 1078, 107, and X1-2 and Executive Order S-14-08

A major component of California's Renewable Energy Program is the renewables portfolio standard (RPS) established under Senate Bills 1078 (Sher) and 107 (Simitian). Under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010. Executive Order S-14-08, signed in November 2008, expanded the state's renewable energy standard to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The increase in renewable sources for electricity production will decrease indirect GHG emissions from development projects because electricity production from renewable sources is generally considered carbon neutral.

Senate Bill 350

Senate Bill 350 (de Leon) was signed into law September 2015 and establishes tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures.

Senate Bill 100

On September 10, 2018, Governor Brown signed SB 100. Under SB 100, the RPS for public-owned facilities and retail sellers consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. Additionally, SB 100 also established a new RPS requirement of 50 percent by 2026. Furthermore, the bill establishes an overall state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under the bill, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Senate Bill 1020

SB 1020 was signed into law on September 16, 2022. SB 1020 provides interim RPS targets (90 percent renewable energy by 2035 and 95 percent renewable energy by 2040) and requires renewable energy and zero-carbon resources to reach 100 percent clean electricity by 2045.

Energy Efficiency Regulations

California Building Code: Building Energy Efficiency Standards

Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977 (Title 24, Part 6, of the California Code of Regulations [CCR]). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for the consideration and possible incorporation of new energy efficiency technologies and methods.

CEC adopted the 2022 Building Energy Efficiency Standards on August 11, 2021, and they went into effect on January 1, 2023. The 2022 standards encourage efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, strengthen ventilation standards, among other approaches. The 2022 standards require mixed-fuel single-family homes to be electric-ready to accommodate replacement of gas appliances with electric appliances. In addition, the new standards include prescriptive photovoltaic system and battery requirements for high-rise, multi-family buildings (*i.e.,* more than three stories) and noncommercial buildings such as hotels, offices, medical offices, restaurants, retail stores, schools, warehouses, theaters, and convention centers (CEC 2022).

California Building Code: CALGreen

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (24 CCR, Part 11, known as "CALGreen") was adopted as part of the California Building Standards Code. CALGreen established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.[4] The mandatory provisions of the California Green Building Code Standards became effective January 1, 2011, and were last updated in 2022. The 2022 CALGreen standards became effective on January 1, 2023.

2006 Appliance Efficiency Regulations

The 2006 Appliance Efficiency Regulations (20 CCR §§ 1601-1608) were adopted by the CEC on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non-federally regulated appliances. Though these regulations are now often viewed as "business as usual," they exceed the standards imposed by all other states, and they reduce GHG emissions by reducing energy demand.

Solid Waste Diversion Regulations

AB 939: Integrated Waste Management Act of 1989

California's Integrated Waste Management Act of 1989 (AB 939, Public Resources Code §§ 40050 et seq.) set a requirement for cities and counties throughout the state to divert 50 percent of all solid waste from landfills by January 1, 2000, through source reduction, recycling, and composting. In 2008, the requirements were modified to reflect a per capita requirement rather than tonnage. To help achieve this, the act requires that each city and county prepare and submit a source reduction and recycling element. AB 939 also established the goal for all California counties to provide at least 15 years of ongoing landfill capacity.

AB 341

AB 341 (Chapter 476, Statutes of 2011) increase the statewide goal for waste diversion to 75 percent by 2020 and requires recycling of waste from commercial and multifamily residential land uses. Section 5.608 of CALGreen also requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse.

[4] The green building standards became mandatory in the 2010 edition of the code.

AB 1327

The California Solid Waste Reuse and Recycling Access Act (AB 1327, Public Resources Code §§ 42900 et seq.) requires areas to be set aside for collecting and loading recyclable materials in development projects. The act required the California Integrated Waste Management Board to develop a model ordinance for adoption by any local agency requiring adequate areas for collection and loading of recyclable materials as part of development projects. Local agencies are required to adopt the model or an ordinance of their own.

AB 1826

In October of 2014, Governor Brown signed AB 1826 requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste they generate per week. This law also requires that on and after January 1, 2016, local jurisdictions across the state implement an organic waste recycling program to divert organic waste generate by businesses and multifamily residential dwellings with five or more units. Organic waste means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-spoiled paper waste that is mixed with food waste.

Water Efficiency Regulations

SBX7-7

The 20x2020 Water Conservation Plan was issued by the Department of Water Resources (DWR) in 2010 pursuant to Senate Bill 7, which was adopted during the 7th Extraordinary Session of 2009-2010 and therefore dubbed "SBX7-7." SBX7-7 mandated urban water conservation and authorized the DWR to prepare a plan implementing urban water conservation requirements (20x2020 Water Conservation Plan). In addition, it required agricultural water providers to prepare agricultural water management plans, measure water deliveries to customers, and implement other efficiency measures. SBX7-7 requires urban water providers to adopt a water conservation target of 20 percent reduction in urban per capita water use by 2020 compared to 2005 baseline use.

AB 1881, Water Conservation in Landscaping Act

The Water Conservation in Landscaping Act of 2006 (AB 1881) requires local agencies to adopt the updated DWR model ordinance or an equivalent. AB 1881 also requires the CEC to consult with the DWR to adopt, by regulation, performance standards and labeling requirements for landscape irrigation equipment, including irrigation controllers, moisture sensors, emission devices, and valves to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy or water.

Short-Lived Climate Pollutant Reduction Strategy

Senate Bill 1383

On September 19, 2016, the Governor signed SB 1383 to supplement the GHG reduction strategies in the Scoping Plan to consider short-lived climate pollutants, including black carbon and CH_4. Black carbon is the light-absorbing component of fine particulate matter produced during incomplete combustion of fuels. SB 1383 required the State Air Resources Board (state board), no later than January 1, 2018, to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants to achieve

a reduction in methane by 40 percent, hydrofluorocarbon gases by 40 percent, and anthropogenic black carbon by 50 percent below 2013 levels by 2030. The bill also established targets for reducing organic waste in landfills. On March 14, 2017, CARB adopted the Short-Lived Climate Pollutant Reduction Strategy, which identifies the state's approach to reducing anthropogenic and biogenic sources of short-lived climate pollutants. Anthropogenic sources of black carbon include on- and off-road transportation, residential wood burning, fuel combustion (charbroiling), and industrial processes. According to CARB, ambient levels of black carbon in California are 90 percent lower than in the early 1960s, despite the tripling of diesel fuel use (CARB 2017). In-use on-road rules are expected to reduce black carbon emissions from on-road sources by 80 percent between 2000 and 2020.

Regional Regulations

Southern California Association of Governments

SB 375 requires each MPO to prepare a sustainable communities strategy in its regional transportation plan. For the SCAG region, the 2020-2045 RTP/SCS, Connect SoCal, was adopted on September 3, 2020 (SCAG 2020). In general, the RTP/SCS outlines a development pattern for the region that, when integrated with the transportation network and other transportation measures and policies, would reduce VMT from automobiles and light duty trucks and thereby reduce GHG emissions from these sources.

Connect SoCal focuses on the continued efforts of the previous RTP/SCSs to integrate transportation and land use strategies in development of the SCAG region through the horizon year 2045 (SCAG 2020). Connect SoCal forecasts that the SCAG region will meet its GHG per capita reduction targets of 8 percent by 2020 and 19 percent by 2035. It also forecasts that implementation of the plan will reduce VMT per capita in year 2045 by 4.1 percent compared to baseline conditions for that year. Connect SoCal includes a "Core Vision" that centers on maintaining and better managing the transportation network for moving people and goods, while expanding mobility choices by locating housing, jobs, and transit closer together; and increasing investments in transit and complete streets (SCAG 2020).

Local

City of Wildomar Municipal Code

According to Chapter 15.20, Green Building Code, the City has adopted the 2022 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), which provides regulations for energy efficiency, water efficiency, material conservation, environmental quality, and more. The City has also adopted the 2022 California Energy Code (California Code of Regulations, Title 24, Part 6) in Chapter 15.22, Energy Code.

Chapter 8.104, Solid Waste Collection and Disposal, ensures proper management and disposal of solid waste are adhered to as required by AB 939.

5.8.1.2 EXISTING CONDITIONS

California's GHG Sources and Relative Contribution

In 2022, the statewide GHG emissions inventory was updated for 2000 to 2020 emissions using the GWPs in IPCC's Fourth Assessment Report (AR4), and reported that California produced 369.2 $MMTCO_2e$ GHG emissions in 2020, which was 35.3 $MMTCO_2e$ lower than 2019 levels and 61.8 $MMTCO_2e$ below the 2020 GHG Limit of 431 $MMTCO_2e$ (CARB 2022a). The 2019 to 2020 decrease in emissions is likely due in large part to the impacts of the COVID-19 pandemic. However, since the peak level in 2004, California's GHG emissions have generally followed a decreasing trend. In 2014, statewide GHG emissions dropped below the 2020 GHG limit as required by the California Global Warming Solutions Act (AB 32) and have remained below the limit since that time.[5] Per capita GHG emissions in California have dropped from a 2001 peak of 13.8 metric tons per person to 9.3 metric tons per person in 2020, a 33-percent decrease (CARB 2022b).

California's transportation sector remains the largest generator of GHG emissions, producing 37 percent of the state's total emissions in 2020. Industrial sector emissions made up 20 percent and electric power generation made up 16 percent of the state's emissions inventory. Other major sectors of GHG emissions include agriculture and forestry (8.6 percent), high-GWP gases (5.8 percent), commercial and residential (4 percent), and recycling and waste (2 percent) (CARB 2022b).

Transportation emissions continued to decline for the past three consecutive years with the rise of fuel efficiency for the passenger vehicle fleet and an increase in battery electric vehicles. The deployment of renewable and less carbon-intensive resources and higher energy efficiency standards have facilitated the continuing decline in fossil fuel electricity generation. The industrial sector trend has been relatively flat in recent years but saw a decrease of 7.1 $MMTCO_2e$ in 2020. Commercial and residential emissions saw a decrease of 1.7 $MMTCO_2e$. Emissions from high-GWP gases have continued to increase as they replace ozone depleting substances that are being phased out under the 1987 Montreal Protocol. Emissions from other sectors have remained relatively constant in recent years. Overall trends in the inventory also continue to demonstrate that the carbon intensity of California's economy (*i.e.,* the amount of carbon pollution per million dollars of gross domestic product) is declining. From 2000 to 2020, the carbon intensity of California's economy decreased by 49 percent while the gross domestic product increased by 56 percent (CARB 2022b).

Existing Community-Wide GHG Emissions

The existing land uses in Wildomar consist of residential, recreational, commercial, industrial, and institutional uses. Operation of these land uses generates GHG emissions from natural gas used for energy, heating, and cooking; electricity usage; vehicle trips for employees and residents; area sources such as

[5] Previous editions of the California GHG emissions inventory report indicated that total emissions dropped below the 2020 GHG Limit in 2016. The technical refinements implemented in the 2022 edition inventory resulted in updates to emissions data for previous years. The updated inventory indicates that emissions dropped below the 2020 GHG Limit in 2014.

landscaping equipment and consumer cleaning products; water demand; waste generation; and solid waste generation.[6]

Table 5.8-4, *Existing City of Wildomar GHG Emissions Inventory*, shows the emissions associated with existing land uses in the City.

Table 5.8-4 Existing City of Wildomar GHG Emissions Inventory

Sector	Existing ($MTCO_2e$/year)	Percent of Total
On-Road Transportation	136,705	61%
Building Electricity	32,266	14%
Building Natural Gas	26,582	12%
Off-Road Vehicles and Equipment	5,557	2%
Solid Waste/Landfills	2,320	1%
Refrigerants	17,690	8%
Water Use	2,255	1%
Wastewater Treatment	572	<1%
Total Community Emissions	223,947	100%
Service Population	43,167	NA
$MTCO_2e$/SP	5.2	NA

Source: Appendix 5.3-1

5.8.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

GHG-1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

GHG-2 Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

5.8.2.1 CONSISTENCY WITH STATEWIDE GHG REDUCTION TARGETS

The Proposed General Plan forecasts growth in the City through year 2045; therefore, this EIR analyzes the potential for the proposed project to conflict with statewide GHG reduction goals identified in the CARB Scoping Plan that are applicable to local governments. This includes AB 1279, which requires an 85 percent reduction in GHG emissions by 2045 to stabilize CO_2e emissions and avoid the most catastrophic impacts of climate change as well as substantial progress toward carbon neutrality.[7]

[6] Emissions from water demand and wastewater are emissions associated with electricity used to supply, treat, and distribute water.
[7] The 2022 Scoping Plan includes statewide measures to achieve the state's carbon neutrality goals under Executive Order B-55-18 such as carbon dioxide removal (CDR) that are not applicable to local governments. Carbon neutrality goals are a "no impact"

Based on the City's existing inventory in Table 5.8-4, a trajectory consistency with the State's GHG emissions targets would be:

- 33,592 $MTCO_2e$ by Year 2045

5.8.2.2 MASS EMISSIONS AND HEALTH EFFECTS

On December 24, 2018, in *Sierra Club et al. v. County of Fresno et al.* (Friant Ranch), the California Supreme Court determined that the EIR for the proposed Friant Ranch project failed to adequately analyze the project's air quality impacts on human health. The EIR prepared for the project, which involved a master planned retirement community in Fresno County, showed that project-related mass emissions would exceed the San Joaquin Valley Air Pollution Control District's regional significance thresholds. In its findings, the California Supreme Court affirmed the holding of the Court of Appeal that EIRs for projects must not only identify impacts to human health, but also provide an "analysis of the correlation between the project's emissions and human health impacts" related to each criterion air pollutant that exceeds the regional significance thresholds or explain why it could not make such a connection. In general, the ruling focuses on the correlation of emissions of toxic air contaminants and criteria air pollutants and their impact to human health.

In 2009, the EPA issued an endangerment finding for six GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) in order to regulate GHG emissions from passenger vehicles. The endangerment finding is based on evidence that shows an increase in mortality and morbidity associated with increases in average temperatures, which increase the likelihood of heatwaves and ozone levels. The effects of climate change are identified in Table 5.5-2. Though identified effects such as sea level rise and increased extreme weather can indirectly impact human health, neither the EPA nor CARB has established ambient air quality standards for GHG emissions. The state's GHG reduction strategy outlines a path to avoid the most catastrophic effects of climate change. Yet the state's GHG reduction goals and strategies are based on the state's path toward reducing statewide cumulative GHGs as outlined in AB 32, SB 32, EO S-03-05, and AB 1279.

The two significance thresholds that the City uses to analyze GHG impacts are based on achieving the statewide GHG reduction goals (GHG-1) and relying on consistency with policies or plans adopted to reduce GHG emissions (GHG-2). Further, because no single project is large enough to result in a measurable increase in global concentration of GHG emissions, climate change impacts of a project are considered on a cumulative basis. Without federal ambient air quality standards for GHG emissions and given the cumulative nature of GHG emissions and the City's significance thresholds, which are tied to reducing the state's cumulative GHG emissions, it is not feasible at this time to connect the project's specific GHG emissions to the potential health impacts of climate change.

level and not a "less than significant" impact level for climate change effects. There are presently no reliable means of forecasting how future technological developments related to carbon dioxide removal may affect future emissions in a planning jurisdiction. Therefore, carbon neutrality targets are not directly applicable to local governments and CEQA projects to mitigate GHG emissions impacts of a proposed project. Moreover, AB 1279 GHG reduction targets for 2045 are in line with the scientifically established levels needed in the U.S. to limit global warming below 1.5 to 2.0 degrees Celsius, the warming threshold at which scientists say there will likely be major climate disruptions such as super droughts and rising sea levels. For these reason, the targets of AB 1279 are applicable to the EIR. However, the CAP includes measures that align with the state's carbon neutrality goals under Executive Order B-55-18 and per-capita targets under SB 32.

5.8.3 Proposed General Plan Goals and Policies

Open Space and Conservation Element

GOAL OS 2: Air quality is protected from adverse environmental factors that contribute to poor air quality.

- **Policy OS-2.4 Landscaping and Construction Equipment.** Encourage the reduction of gasoline- or diesel-powered landscaping and construction equipment and increased use of electric equipment.
- **Policy OS-2.5 Vehicle Charging Infrastructure.** Work with utility providers to expand EV charging infrastructure throughout the community to accelerate the use of zero emission vehicles, prioritizing multifamily, commercial, office, and municipal properties.
- **Policy OS-2.6 City Vehicles.** Purchase City vehicles consistent with the state's Advanced Clean Fleet regulations as feasible.

GOAL OS 3: Reliable and safe water supply that supports Wildomar's current and future needs.

- **Policy OS-3.1 Collaboration with EVMWD.** Collaborate with the Elsinore Valley Municipal Water District (EVMWD) to conserve and protect water quality and supply and continue to provide assistance for urban water management plans.
- **Policy OS-3.3 Water Conservation Strategies.** Encourage water conserving site design and the use of water conserving fixtures in new development, and advocate for the adoption and implementation of water conservation strategies by water service agencies.
- **Policy OS-3.4 Water Conservation in Existing Development.** Encourage existing development to use water-conserving mechanisms such as stormwater capture systems, graywater systems, water-efficient appliances, and drought-tolerant landscape planting.
- **Policy OS-3.5 Recycled Water.** Continue to coordinate with and support EVMWD on opportunities to expand the recycled water system in the City.

GOAL OS 6: Energy is used efficiently and sourced from resilient, low carbon, and renewable energy supplies.

- **Policy OS-6.1 Energy Conservation.** Encourage energy audits and energy-efficient retrofitting of existing buildings throughout the City.
- **Policy OS-6.2 Energy Transition.** Work with local energy providers and contractors to support residents and business owners transitioning to all-electric appliances and renewable energy.
- **Policy OS-6.4 Energy Independence.** Increase the installation of on-site renewable energy systems in new and existing developments with the capacity to support these systems, enforcing the renewable

energy requirements of the California Building Standards Code and encouraging buildings not covered by State requirements to install renewable energy systems.

- **Policy OS-6.6 Municipal Energy Transition.** Transition municipal operations to renewable energy sources and electric building operations as feasible

- **Policy OS-6.8 Urban Cooling.** Promote the construction of cool roofs, green roofs, and rooftop gardens, as feasible, to support decreased energy demand and urban cooling. Rooftop gardens also cool the surrounding area through moisture retention and surface reflectivity. The construction of rooftop gardens would reduce energy consumption and associated GHG emissions in the building energy sector.

- **Policy OS-6.9 Cooling Elements.** Encourage site and building design that avoids unwanted heat gain from solar exposure and considers passive solar and wind design. Features that provide shading at suitable times of the day and year and generally should be "passive" or automatic, avoiding the need for occupants to regularly monitor or adjust them. Examples of passive and active solar and wind design include orienting buildings to maximize exposure to cooling effects of prevailing winds, daylighting design, natural ventilation, space planning, thermal massing, and locating landscaping and landscape structures to shade buildings.

GOAL OS 7: Waste generation is decreased through recycling and waste diversion programs.

- **Policy OS-7.1 Recycling Programs.** Support residential, commercial, industrial, and construction/demolition recycling programs to minimize the solid waste stream to landfills.

- **Policy OS-7.2 Electronic Waste Recycling.** Coordinate with businesses that recycle electronic waste (e.g., batteries, fluorescent lamps, compact-fluorescent (CFL) bulbs) and the California Product Stewardship Council, CalRecycle, and other pertinent agencies to increase rates of electronic waste recycling.

GOAL 8: Greenhouse gas emissions are reduced significantly across all sources in the community.

- **Policy OS-8.1 Climate Action Plan.** Work collaboratively with regional agencies, neighboring cities, community-based organizations, businesses, and other partners, as appropriate, to develop and implement a Climate Action Plan or equivalent approach to identify current and future sources and quantify local GHG emissions and strategies to reduce Wildomar's GHG emissions to levels consistent with statewide GHG reduction and elimination goals, including those of Assembly Bill 1279, Executive Order B-55-18, Senate Bill 32, and Executive Order S-03-05.

- **Policy OS-8.2 Regional Climate Action.** Work with regional and subregional agencies to promote collaboration and partnership on climate action issues and to integrate regional tools and resources into Wildomar's climate action planning efforts.

Land Use Element

GOAL LU 1 Administration: The General Plan is utilized as the guiding planning document for the City and as the basis for regional collaboration.

- **Policy LU-1.1 Regional Planning Efforts.** Wildomar shall participate in regional efforts to address issues of mobility, transportation, traffic congestion, economic development, air and water quality, and watershed and habitat management with Riverside County, neighboring cities, local and regional agencies, stakeholders, and tribal governments.

GOAL LU 3 Focus Areas: Unique areas of the City are enhanced to meet residents' needs.

- **Policy LU-3.4Hidden Springs/Wyman Road Specific Plan Area.** Prior to any development within this 160+/- acre area, require preparation of a Specific Plan and accompanying EIR for the redevelopment area generally south of Clinton Keith Road, west of I-15 freeway, and east of Palomar Street that accommodates a mixed-use development reflecting a high quality of design that enhances the City's visibility and identity, provides housing opportunities in close proximity to resources, and contributes to the City's economic development goals. Light industrial/business park uses are permitted as long as they occupy not more than 35 percent of the area and are located and designed to be compatible with other uses.

- **Policy LU-3.5Wildomar Trail/I-15 Project Area.** The area bounded by the I-15 freeway, Wildomar Trail, Susan Drive and La Estrella Street is recognized as a unique economic development opportunity zone in the City and warrants a coordinated planning and development approach (such as a Specific Plan, Area Plan or Vision Plan) to maximize the potential to establish a mixed-use community that enhances the City's visibility and identity.

- **Policy LU-3.7Mission Trial Corridor.** Engage in an advance planning process (such as a Specific Plan, Corridor Plan or Vision Plan) to identify goals and actions to improve the economic and community development qualities of the Mission Trail Corridor.

GOAL LU 4 Urban Form: A City of distinct centers and corridors surrounded by neighborhoods and connected to a network of parks and open spaces.

- **Policy LU-4.1 Patterns and Distribution of Uses and Density.** Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Plan (Figure LU-1) to promote efficient development; reduce automobile dependence and greenhouse gas emissions; ensure compatibility among uses; enhance community livability and health; and sustain economic vitality.

- **Policy LU-4.2 Multi-Modal Linkages.** Incorporate appropriate linkages for pedestrians, cyclists, transit users and other non-vehicular travel modes in the design and development of projects.

GOAL LU 8 Residential Neighborhoods: A City composed of neighborhoods with a variety of housing types that are desirable places to live, contribute to the quality of life, and are well maintained.

- **Policy LU-8.2 Connections and Linkages.** Integrate networks of parks, plazas, public squares, bicycle trails and pedestrian paths into new residential development to provide both connections within each community and linkages with surrounding features and neighborhoods.

- **Policy LU-8.3Activity Centers.** Establish activity centers within or near residential neighborhoods that contain services such as child or adult care, recreation, public meeting rooms, convenience commercial uses, or similar facilities.

GOAL LU 9 Commercial Areas: Vital, active, prosperous, and well-designed commercial centers and corridors offer a diversity of goods, services, and entertainment and contribute a positive experience for Wildomar's residents and visitors.

- **Policy LU-9.1 Commercial Uses and Variety.** Provide for and encourage the development of a broad range of uses in Wildomar's commercial centers and corridors that reduce the need to travel to adjoining communities for goods and services and capture a greater share of local spending.

- **Policy LU-9.2 Concentrate Commercial Uses.** Concentrate commercial uses near transportation facilities and higher-density residential areas and require the incorporation of facilities to promote the use of public transit, such as bus turnouts.

- **Policy LU-9.3 Battery Storage.** Accommodate commercial battery storage as a permitted use in commercial areas to further the City's goals for reducing greenhouse gas emissions and improving the resiliency of the City's infrastructure.

- **Policy LU-9.4 Internal and External Connections.** Encourage the provision of non-vehicular access between commercial uses and adjoining neighborhoods and the development of internal cross-connections between commercial uses so as to reduce the number of curb cuts and number of vehicle trips on adjacent roadways.

GOAL LU 10 Mixed-Use Districts and Corridors: Well-designed districts and corridors contain an integrated mix of commercial, office, and/or housing that enable Wildomar's residents to live close to businesses and employment, reduce automobile use, and actively engage and enhance pedestrian activity.

- **Policy LU-10.1 Mixed Use Design and Development.** Encourage mixed use development, as designated in the Land Use Plan, that is designed appropriately for Wildomar.

- **Policy LU-10.2 Integrated Housing and Commercial Development.** Support the development of housing integrated with commercial and/or office uses on existing commercially developed properties characterized by declining retail activity.

- **Policy LU-10.4 Inclusion of Recreation and Amenities.** Require that residential/commercial mixed-use projects provide on-site recreational areas and other pedestrian-scale amenities such as benches, fountains, and landscaping that contribute to the living environment of residents or contribute funds for their development within proximity of the project consistent with the City's Parks Master Plan.

GOAL LU 11 Industrial Uses: Light industrial uses are accommodated to enhance economic activity and are located and designed in a compatible manner with surrounding land uses.

- **Policy LU-11.2 Concentrate Near Transportation and Utilities.** Concentrate industrial and business park uses in proximity to transportation facilities and utilities.

Circulation Element

GOAL CI 1: a well-connected transportation network that is safe, comfortable, efficient, and accessible by users of all ages, abilities, and modes of travel, including pedestrians, bicyclists, drivers, equestrians, transit users, and movers of commercial goods.

- **Policy CI-1.1 Complete Streets.** Plan, design, operate, and maintain City streets using Complete Streets principles for all types of transportation projects within the City including new, retrofit/reconstruction, maintenance, and ongoing projects. Repurposing unneeded roadway pavement to implement bicycle and pedestrian improvements, for example lane or road diets, should be considered as one of the tools to implement Complete Streets.

- **Policy CI-1.4 Walkable Town Center.** Create a walkable town center, anchored around the Old Town core, with gathering places and trails that reflect the City of Wildomar's unique qualities and history. Comfortable walking and bicycling connections will enhance access to the Old Town area from communities throughout the City.

- **Policy CI-1.8 Enhance Connectivity.** When feasible, require developments to incorporate short block spacing and a strong street grid network as a means to enhance connectivity for all travel modes. Encourage the inclusion of non-motorized transportation corridors, such as paseos, promenades, and multi-use paths to improve connectivity along long blocks or non-continuous streets.

GOAL CI 2: Pedestrian infrastructure that is safe, connected, and comfortable for users of all ages and abilities, inclusive of accessible curb ramps and sidewalks, marked crosswalks, trail connections, lighting, and pedestrian crossing features.

- **Policy CI-2.1 Pedestrian Network.** Improve pedestrian safety, comfort, and connectivity throughout the City, with an emphasis on implementing the various pedestrian route types (shown in Figure 3-1), and connections serving schools, parks, and commercial/retail centers.

- **Policy CI-2.2 Close Connectivity Gaps.** Improve pedestrian network connectivity by requiring development projects to close connectivity gaps by extending project frontage improvements to the nearest connecting sidewalk/trail, where feasible and/or where fee credit/reimbursement programs exist.

Factors to be considered may include, but are not limited to: the proposed project's land use, destinations created by the project, or destinations that could be reached by occupants of the new development, the length of the gap, etc.

- **Policy CI-2.4 Implement Pedestrian Route Types.** As adjacent parcels are developed and/or capital improvement projects are undertaken, implement the designated pedestrian route types, inclusive of the respective pedestrian route type toolkit features, where feasible.

- **Policy CI-2.7 Connections to Trailheads.** Provide pedestrian connections to recreational trailheads, where feasible.

- **Policy CI-2.9 Walking to School.** Encourage walking as a preferred transportation mode for trips to and from elementary, middle, and high schools, as well as near-by destinations.

GOAL CI 3: A safe and connected bicycle network composed of context-appropriate bicycle facilities and supporting amenities that serve the needs of recreational and utilitarian bicyclists of all ages and abilities.

- **Policy CI-3.1 Bicycle Network.** Improve bicycle safety, comfort, and connectivity throughout the City, with an emphasis on implementing the planned bicycle network (shown in Figure 3-2).

- **Policy CI-3.2 Close Connectivity Gaps.** Improve bicycle network connectivity by requiring development projects to close connectivity gaps by extending project frontage improvements to the nearest connecting bicycle facility, where feasible and/or where fee credit/reimbursement programs exist. Factors to be considered may include, but are not limited to: the proposed project's land use(s), destinations created by the project, or destinations that could be reached by occupants of the new development, the length of the gap, etc.

- **Policy CI-3.4 Include Bicycle Facilities in Projects.** Coordinate street resurfacing and restriping efforts, capital improvement projects, and development projects to include bicycle facilities identified in the planned bicycle network, where applicable.

- **Policy CI-3.5 Connect with Adjacent Jurisdictions.** Coordinate with adjacent jurisdictions to provide continuous and uniform bicycle connections to and from neighboring communities, where feasible.

- **Policy CI-3.8 Biking to Schools.** Pursue collaborative opportunities with local schools to implement programs that promote bicycle education and safety and encourage usage among students.

- **Policy CI-3.9 Bicycle Parking.** Bicycle parking shall be provided with all new developments as required by Section 17.188.060 of Wildomar's Municipal Code.

- **Policy CI-3.10 Bicycle Racks.** Encourage existing retailers, shops, and shopping centers to install bicycle racks. Permit the reallocation of vehicular parking space(s) to bicycle parking spaces, if supported by a parking utilization study and/or if the remaining spaces are consistent with the minimum required for the respective land use as identified in Section 17.188.030 of Wildomar's Municipal Code.

- **Policy CI-3.11 Employer-Provided Amenities.** Encourage employers to install end-of-trip amenities for bicycle riders, such as bicycle parking, maintenance stations, lockers, and/or showers.

- **Policy CI-3.13 Freeway Crossings.** As properties adjacent to I-15 develop, consider the feasibility of, and potential demand for, incorporating additional freeway crossings that prioritize pedestrian and bicycle mobility.

GOAL CI 4: A public transportation network that allows for convenient access to major destinations, both within Wildomar and the region.

- **Policy CI-4.1 Transit Network.** Work with Riverside Transit Agency (RTA), Southern California Association of Governments (SCAG), and other regional partners to ensure that adequate transit service is provided consistent with future growth (shown in Figure 3-3).

- **Policy CI-4.2 Station Amenities.** Coordinate with Riverside Transit Agency to focus station improvements and enhanced amenities at locations with the greatest ridership. In coordination with RTA and adjacent properties, provide secure bicycle parking options for high ridership transit stops, where feasible.

- **Policy CI-4.3 First-Mile/Last-Mile Connectivity.** Encourage convenient and safe pedestrian and bicycle linkages to and from bus stops to provide better first-mile/last-mile connectivity. This includes connectivity to/from existing and new development and along streets providing access to the bus stops.

- **GOAL CI 5:** Convenient and efficient vehicle circulation with minimal congestion that does not degrade pedestrian and bicycle safety, mobility, and access.

- **Policy CI-5.2 Connect with Adjacent Jurisdictions.** Work with adjacent jurisdictions to provide continuous vehicular connections to and from neighboring communities.

- **Policy CI-5.5 Vehicle Miles Travelled Threshold.** All projects in the City shall be in compliance with Resolution No. 2020-40, Vehicle Miles Traveled (VMT) CEQA Threshold Policy Guidelines. Efforts should be made to reduce VMT by prioritizing pedestrian and bicycle travel and/or incorporating active transportation enhancements, to the extent feasible. Efforts to reduce VMT may not necessarily have to be implemented on-site, but rather, in coordination with City staff, off-site projects that would offset the VMT increase caused by a particular project can be identified. Applicants/Developers would have the option to either construct the project/improvement or calculate the costs associated with the construction of the project/improvement and pay that as an in-lieu fee.

- **Policy CI-5.7 Evaluate Roadway Network.** As development occurs, evaluate the need to designate additional roads as Circulation Element roadways, or amend existing designations, to help enhance vehicle circulation, reduce congestion, and increase connectivity throughout the City. Measures shall not come at the expense of pedestrian and/or bicycle safety, mobility, and access, unless approved by the City Engineer.

- **Policy CI-5.9 Connect Lake Elsinore to Interstate 15.** Continue to coordinate with the City of Lake Elsinore and respective property owners in Wildomar to identify a preferred connection between Lake Elsinore and Interstate 15 via Bundy Canyon Road, or alternatives. This connection could help reduce cut-through traffic on local or Collector streets in Wildomar and capitalize on the region's investment in Bundy Canyon Road.

- **Policy CI-5.12** Regularly update the Transportation Demand Management (TDM) ordinance to include best management practices for reducing VMT. Updates to the ordinance should include consideration of private shuttle bus services, work from home programs, vanpool programs, and parking strategies that would incentivize use of public or private transportation for key development projects.

- **Policy CI-5.14 Manage Curb Space.** Manage curb space in activity areas to balance demands of all users such as emergency vehicles, buses, vehicle parking, bicycle/scooter parking, delivery loading/unloading, rideshare pick-up/drop-off, street furniture, electric vehicle charging stations, etc.

5.8.4 Environmental Impacts

5.8.4.1 METHODOLOGY

This GHG evaluation was prepared in accordance with the requirements of CEQA to determine if significant GHG impacts are likely to occur in conjunction with future development that would be accommodated by the Proposed General Plan.

The City's GHG emissions inventory includes the following sectors:

- **Building Energy.** Emissions associated with electricity and natural gas use for residential and nonresidential land uses in the City were modeled based on data provided by Southern California Edison (SCE) and the Southern California Gas Company (SoCalGas), respectively, for years 2018 through 2022. Due to the 15/15 Rule, electricity use data for industrial land uses was aggregated with the nonresidential land uses in the data provided by SCE.[8] Forecasts are adjusted for increases in population for residential electricity and natural gas use and non-residential square footage for non-residential electricity and natural gas use in the City. Carbon intensity for year 2019 and 2045 are based on the carbon intensity for SCE identified in the 2022 CalEEMod User's Guide, Appendix G (CAPCOA 2022).

- **Transportation.** Transportation emissions forecasts were modeled using emissions data from CARB's EMFAC2021 V1.0.2 web database. Model runs were based on internal and external origin-destination (O-D) VMT data provided by Chen Ryan Transportation (see Appendix 5.17-1) for calendar year 2019 (existing) and 2045 emission rates. The VMT is based on O-D using the Riverside County Transportation

[8] The 15/15 Rule was adopted by the California Public Utilities Commission in the Direct Access Proceeding (CPUC Decision 97-10-031) to protect customer confidentiality. The 15/15 rule requires that any aggregated information provided by a utility must be made up of at least 15 customers, and a single customer's load must be less than 15 percent of an assigned category. If the number of customers in the compiled data is below 15, or if a single customer's load is more than 15 percent of the total data, categories must be combined before the information is released. The Rule further requires that if the 15/15 Rule is triggered for a second time after the data have been screened once already using the 15/15 Rule, the customer be dropped from the information provided.

Model and includes the full trip length for land uses in the City and a 50 percent reduction in the trip length for external-internal/internal-external trips based on the recommendations of CARB's Regional Targets Advisory Committee under SB 375.[9] Consistent with CARB's methodology within the Climate Change Scoping Plan Measure Documentation Supplement, daily VMT was multiplied by 347 days per year to account for reduced traffic on weekends and holidays to determine annual emissions.

- **Off-Road Equipment.** OFFROAD is a database of equipment use and associated emissions for each county compiled by CARB. Off-road equipment in the City is based on year 2019 emission rates for Riverside County obtained from CARB's OFFROAD V1.0.5 web database. OFFROAD was used to estimate criteria air pollutant emissions from lawn and garden, light commercial, construction equipment, and agriculture in the City. In order to determine the percentage of emissions attributable to the City, light commercial equipment is estimated based on employment for Wildomar as a percentage of Riverside County and forecasted based on the change in employment in the City. Construction equipment use is estimated based on building permit data for Wildomar and County of Riverside from data compiled by the US Census and assumes that construction emissions for the forecast year would be similar to historical levels. Lawn and garden equipment is based on the percentage of population in Wildomar compared to Riverside County and forecast based on the change in population in the City. Agricultural equipment is based on the percentage of farmland in the City compared to the County of Riverside.

- **Refrigerant Leakage.** Refrigerants are based on the statewide 2019 refrigerant use and statewide population based on the 2019 census data to derive emissions per person. Emissions from this sector are based on AR4 since the inventory is not available with AR5 GWPs.

- **Solid Waste Disposal.** GHG emissions from solid waste disposed of by residents and employees in the City were quantified based on the waste-in-place method. This method assumes that the degradable organic component in waste decays slowly throughout a few decades, during which CH_4 and biogenic CO_2 are formed. If conditions are constant, the rate of CH_4 production depends solely on the amount of carbon remaining in the waste. As a result, emissions of CH_4 from waste deposited in a disposal site are highest in the first few years, then gradually decline. Significant CH_4 production typically begins one or two years after waste disposal in a landfill and continues for 10 to 60 years or longer. Waste disposal was averaged over several years to account for fluctuations in average annual solid waste disposal. Waste generated was based on data obtained from the California Department of Resources Recycling and Recovery (CalRecycle), to provide an estimate of GHG emissions for existing conditions (2019).

  GHG emissions from solid waste disposal in the baseline year were modeled using CARB's Landfill Emissions Tool Version 1.9, which includes waste characterization data from CalRecycle. Because the landfill gas captured is not under the jurisdiction of Wildomar, the landfill gas emissions from the capture

[9] For accounting purposes, there are two types of trips:
Internal OD VMT: Vehicle miles traveled associated with vehicle trips that both originate and terminate within the City boundary.
External OD VMT: Vehicle miles traveled associated with vehicle trips that either originate or terminate (but not both) within the City boundary.

system are not included in the inventory. Only fugitive sources of GHG emissions from landfills are included. Modeling assumes a 75 percent reduction in fugitive GHG emissions from the landfill's Landfill Gas Capture System. The Landfill gas capture efficiency is based on CARB's LGOP, Version 1.1. Total GHG emissions from waste disposal in 2021, as a proxy for 2019, were forecasted based on the percent increase in service population for the City. The emissions forecast does not account for reductions from increasing waste diversion.

- **Water Use and Wastewater Treatment.** GHG emissions from this sector include indirect GHG emissions from the embodied energy associated with water use and wastewater generation and fugitive GHG emissions from processing wastewater. The total annual existing and proposed project water demand and wastewater generation in the City are based on the City's 2020 Urban Water Management Plan (UWMP) and 2016 Master Drainage Plan (see Appendix 5.3-1). Electricity use from water use is estimated using energy rates identified by in the 2022 CalEEMod Users Guide (CAPCOA 2022). Then energy is multiplied by the carbon intensity of energy. Wastewater treatment also results in direct CH CH_4 emissions from wastewater processing, which are based on the emission rates identified in the 2022 CalEEMod Users Guide (CAPCOA 2022).

Industrial sources of emissions that require a permit from South Coast AQMD are not included in the community inventory. Life-cycle emissions are not included in this analysis because not enough information is available for the Proposed General Plan; and therefore, they would be speculative.[10] Black carbon emissions are not included in the GHG analysis because CARB does not include this pollutant in the State's GHG emissions inventory and treats this short-lived climate pollutant separately.[11]

5.8.4.2 IMPACT ANALYSIS

The applicable thresholds are identified in brackets after the impact statement.

[10] Life cycle emissions include indirect emissions associated with materials manufacture. However, these indirect emissions involve numerous parties, each of which is responsible for GHG emissions of their particular activity. The California Resources Agency, in adopting the CEQA Guidelines Amendments on GHG emissions found that lifecycle analysis was not warranted for project-specific CEQA analysis in most situations, for a variety of reasons, including lack of control over some sources, and the possibility of double-counting emissions (see Final Statement of Reasons for Regulatory Action, December 2009). Because the amount of materials consumed during the operation or construction of the proposed project is not known, the origin of the raw materials purchased is not known, and manufacturing information for those raw materials is also not known, calculation of life cycle emissions would be speculative. A life-cycle analysis is not warranted (OPR 2008).

[11] Particulate matter emissions, which include black carbon, are analyzed in Section 5.3, *Air Quality*. The majority of anthropogenic sources come from transportation—specifically, heavy-duty vehicles. The share of black carbon emissions from transportation is dropping rapidly and is expected to continue to do so between now and 2030 as a result of California's air quality programs. The remaining black carbon emissions will come largely from woodstoves/fireplaces, off-road applications, and industrial/commercial combustion (CARB 2022a).

Impact 5.8-1: Implementation of the Proposed General Plan would result in an increase in GHG emissions and would not place the City on a trajectory to achieve the goals established under Executive Order S-03-05 or progress toward the State's carbon neutrality goal. [Threshold GHG-1]

Development under the Proposed General Plan would contribute to global climate change through direct and indirect emissions of GHG from land uses within the City. A general plan does not directly result in development without subsequent approvals of development projects. Before any development can occur in the City, it must be analyzed for consistency with the General Plan, zoning requirements, and other applicable local and State requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits.

Horizon Year 2045 Emissions Forecast

Buildout of the Proposed General Plan is not linked to a specific development time frame but is assumed over a 25-year horizon. Implementation of the Proposed General Plan by the horizon year of 2045 would result in a net increase of 27,999 residents and 6,274 employees in the City. Development that would be accommodated by the Proposed General Plan would generate a net increase of 547,749 daily VMT at buildout (refer to Table 5.3-9 and Appendix 5.3-1). The community GHG emissions inventory for the Proposed General Plan at buildout compared to existing conditions is shown in Table 5.8-5, *City of Wildomar GHG Emissions Forecast*.

Table 5.8-5 City of Wildomar GHG Emissions Forecast

	GHG Emissions ($MTCO_2e$/Year)					
Emissions Sector	Existing		Proposed General Plan		Net Change	
On-Road Transportation	136,705	61%	150,397	56%	13,692	10%
Building Electricity	32,266	14%	28,988	11%	-3,278	-10%
Building Natural Gas	26,582	12%	47,313	17%	20,730	78%
Off-Road Vehicles and Equipment	5,557	2%	6,187	2%	630	11%
Solid Waste/Landfills	2,320	1%	4,163	2%	1,842	79%
Refrigerants	17,690	8%	30,960	11%	13,270	75%
Water Use	2,255	1%	2,063	1%	-192	-8%
Wastewater Treatment	572	<1%	726	<1%	154	27%
Total Community Emissions	223,947	100%	270,796	100%	46,849	21%
Trajectory to AB 1279 for Year 2045	33,592	-85%	Does Not Achieve Target	–	–	–
Service Population (SP)	43,167		77,440		34,273	79%
$MTCO_2e$/SP	5.2		3.5		-1.7	-33%

Source: See Appendix 5.3-1.
Notes: Emissions may not total to 100 percent due to rounding. Based on GWPs in the IPCC Fifth Assessment Report (AR5).

As shown in Table 5.8-5, buildout of the land uses accommodated under the Proposed General Plan would result in a net increase in GHG emissions from existing conditions. However, GHG emissions per service population (SP) would decrease by 1.7 $MTCO_2e$/SP. The primary reason for the decrease in GHG emissions per SP is due to regulations adopted to reduce GHG emissions and turnover of California's on-road vehicle fleets.

Consistency with the State's 2045 GHG Reduction Targets and Carbon Neutrality Goals

To determine whether the Proposed General Plan would result in a potentially significant impact, the Proposed General Plan must demonstrate consistency with the State's 2045 GHG reduction target of carbon neutrality. Under the Proposed General Plan, new growth would be focused on areas of the City where services exist or can be expanded and/or extended to serve additional and more intensive development. As identified in Table 5.8-5, the Proposed General Plan would result in an increase of 21 percent in GHG emissions and would not achieve an 85 percent reduction in GHG emissions by 2045. Additionally, state strategies to achieve post-2030 targets would be necessary to align with the State's long-term GHG reduction targets. Therefore, until such GHG strategies have been adopted, GHG emissions impacts for the Proposed General Plan are considered potentially significant regarding meeting the long-term year 2045 reduction goal.

General Plan Policies That May Reduce GHG Emissions

While growth in the City would cumulatively contribute to GHG emissions impacts, implementation of the Proposed General Plan policies could also help minimize energy and mobile-source emissions. Open Space and Conservation Element policies (Policies OS-2.4, OS-6.1, OS-6.2, OS-6.4, OS-6.6, OS-6.8 and OS-6.9) would contribute to reducing emissions from energy consumption by increasing energy efficiency and transitioning from natural gas to all-electric appliances and renewable energy systems. Additionally, the Proposed General Plan would provide selective improvements to the Mobility Element network to support land use changes in nine Focus Areas where growth is likely to occur during the planning period. Circulation Element policies (Policies CI-2.1, CI-5.5, CI-5.7, and CI-5.12) would contribute to reducing GHG emissions from mobile sources by reducing single-passenger vehicle trips and VMT, reducing vehicle congestion, and supporting TDM measures where feasible. These transportation network and policy improvements would help support the City's mobility infrastructure as the City transitions from low density to higher density land use patterns (Appendix 5.17-1).

It Is anticipated that the Proposed General Plan would reduce energy sector emissions through increasing energy efficiency, energy conservation, and use of renewable energy. Implementation of the Proposed General Plan policies would contribute to minimizing GHG emissions associated with the City to the extent feasible. However, as described and shown in Table 5.8-5, GHG emissions are projected to increase 21 percent more than the existing conditions and would not result in the 85 percent reduction from existing conditions necessary to ensure the City is on a trajectory to achieve the long-term reductions goals of AB 1279 and substantial progress toward the State's carbon neutrality goals.

The primary mechanism byIch local jurisdictions can ensure consistency with the State GHG reduction goals is through preparation of a Climate Action Plan; the City of Wildomar participated in the Western Regional Council of Governments' (WRCOG) subregional climate action planning efforts. The proposed project

includes the following policy to reduce the City's GHG emissions consistent with statewide GHG reduction and elimination goals:

- **Policy 8.1 Climate Action Plan**. Work collaboratively with regional agencies, neighboring cities, community-based organizations, businesses, and other partners, as appropriate, to develop and implement a Climate Action Plan or equivalent approach to identify current and future sources and quantify local GHG emissions and strategies to reduce Wildomar's GHG emissions to levels consistent with statewide GHG reduction and elimination goals, including those of Assembly Bill 1279, Executive Order B-55-18, Senate Bill 32, and Executive Order S-03-05.

- **Policy 8.2 Regional Climate Action**. Work with regional and subregional agencies to promote collaboration and partnership on climate action issues and to integrate regional tools and resources into Wildomar's climate action planning efforts.

The Proposed General Plan also includes the following implementation actions to achieve the policies above:

- **Climate Action Plan.** Prepare a Climate Action Plan or equivalent approach that builds on and makes use of regional and subregional tools such as the WRCOG Subregional Climate Action Plan Toolkit and related SCAG initiatives.

However, it is uncertain whether these Climate Action Plan policies will, in effect, lower the City's GHG emissions to a less-than-significant level. Therefore, GHG emissions associated with the proposed project are considered potentially significant.

Level of Significance Before Mitigation: Impact 5.8-1 would be potentially significant.

Mitigation Measures

GHG-1 The City of Wildomar shall participate in implementation and future updates of the Subregional Climate Action Plan (CAP) led by the Western Riverside Council of Government (WRCOG) with a focus on strategies that provide community-wide greenhouse gas (GHG) emission reductions in the City's planning area. The City shall conduct regular monitoring and reporting of community-wide GHG emissions to ensure progress toward reducing community-wide GHGs and work with WRCOG and partners to update the Subregional CAP on a regulator basis to ensure long-term reduction in GHG emissions.

The City shall prepare a list of quantified GHG reduction measures or best management practices for use by new development subject to the City's discretionary review process, that are consistent with the Subregional CAP.

Level of Significance After Mitigation: Impact 5.8-1 would be significant and unavoidable.

Impact 5.8-2: Implementation of the Proposed General Plan would not conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions. [Threshold GHG-2]

Applicable plans adopted for the purpose of reducing GHG emissions include CARB's Scoping Plan and SCAG's Connect SoCal. A consistency analysis with these plans is presented below.

CARB Scoping Plan

CARB's Scoping Plan is applicable to state agencies but is not directly applicable to cities/counties and individual projects (*i.e.,* the Scoping Plan does not require local jurisdictions to adopt its policies, programs, or regulations to reduce GHG emissions). However, new regulations adopted by the State agencies from the Scoping Plan result in GHG emissions reductions at the local level. Therefore, local jurisdictions benefit from reductions in transportation emissions rates, increases in water efficiency in the building and landscape codes, and other statewide actions that affect a local jurisdiction's emissions inventory from the top down. Statewide strategies to reduce GHG emissions include the low carbon fuel standard, changes in the corporate average fuel economy standards, RPS, and triannual updates to the California building codes.

The GHG emissions shown in Table 5.8-5 includes reductions associated with statewide strategies that have been adopted since AB 32, SB 32, and AB 1279. Development projects accommodated under the Proposed General Plan are required to adhere to the programs and regulations identified by the Scoping Plan and implemented by state, regional, and local agencies to achieve the statewide GHG reduction goals of AB 32, SB 32, and AB 1279. Future development projects would be required to comply with these state GHG emissions reduction measures because they are statewide strategies. For example, new buildings associated with development projects under the proposed project would be required to meet the CALGreen and Building Energy Efficiency Standards in effect at the time when applying for building permits. Furthermore, as discussed under Impact 5.8-1, the Proposed General Plan includes goals and policies that would help reduce GHG emissions and therefore help achieve GHG reduction goals. Implementation of the Proposed General Plan would not obstruct implementation of the CARB Scoping Plan, and impacts would be less than significant.

SCAG's Connect SoCal

Connect SoCal is Southern California's regional transportation plan to achieve the passenger vehicle emissions reductions identified under SB 375. Connect SoCal was adopted in September 2020. Connect SoCal's "core vision" centers on maintaining and better managing the transportation network for moving people and goods while expanding mobility choices by locating housing, jobs, and transit closer together and increasing investment in transit and complete streets. Moreover, Connect SoCal identifies areas in the region that can house near-term and long-term growth and support a diverse economy and workforce. By integrating the Forecast Development Pattern with a suite of financially constrained transportation investments, Connect SoCal can reach the regional target of reducing GHGs from autos and light-duty trucks by 8 percent per capita by 2020, and 19 percent by 2035 (compared to 2005 levels) (SCAG 2020).

As demonstrated in Section 5.11, *Land Use and Planning*, the Proposed General Plan would be consistent with the Connect SoCal goals and would further State goals through emphasis on design and reduction in VMT (see Table 5.11-1, *SCAG 2020 RTP/SCS Goal Consistency Analysis*). In addition, Land Use Element policies (Policies LU-4.1, LU-4.2, LU-8.2, and LU-9.4) as well as Circulation Element policies (Policies CI-2.1, CI-4.3, CI-5.5, CI-5.7, and CI-5.12) would reduce VMT per service population consistent with the regional goals. Lastly, as discussed in Section 5.14, *Population and Housing,* implementation of the Proposed General Plan would bring the City closer to a more equal distribution of employment and housing.

Overall, the Proposed General Plan would provide for residents to both live and work in the City instead of commuting to other areas, which would contribute to minimizing VMT and reducing VMT per service population. Therefore, the Proposed General Plan would not interfere with SCAG's ability to implement the regional strategies in Connect SoCal, and no impact would occur.

Level of Significance Before Mitigation: Impact 5.8-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.8-2 would be less than significant.

5.8.5 Cumulative Impacts

Project-related GHG emissions are not confined to a particular air basin but are dispersed worldwide. Therefore, impacts identified under Impact 5.8-1 and Impact 5.8-2 are not project-specific impacts to global warming, but the Proposed General Plan's contribution to this cumulative impact. As described above, various policies provided in the Proposed General Plan would help minimize GHG emissions generated by the residential and nonresidential land uses in the City. However, the City would experience a 21 percent increase in GHG emissions from existing conditions from the anticipated population and employment growth. Therefore, buildout of the Proposed General Plan would not achieve the long-term year 2045 GHG reduction goal and State's carbon neutrality goal set by AB 1279 without implementation of additional local GHG reduction measures. Consequently, the Proposed General Plan's cumulative contribution to global climate change impacts would be considered cumulatively considerable.

5.8.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.8-2.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.8-1** Implementation of the Proposed General Plan would result in an increase in GHG emissions and would not place the City on a trajectory to achieve the goals established under AB 1279 or achieve progress toward the State's carbon neutrality goal.

5.8.7 Mitigation Measures

Impact 5.8-1

GHG-1 The City of Wildomar shall participate in implementation and future updates of the Subregional Climate Action Plan (CAP) led by the Western Riverside Council of Government (WRCOG) with a focus on strategies that provide community-wide greenhouse gas (GHG) emission reductions in the City's planning area. The City shall conduct regular monitoring and reporting of community-wide GHG emissions to ensure progress toward reducing community-wide GHGs and work with WRCOG and partners to update the Subregional CAP on a regulator basis to ensure long-term reduction in GHG emissions.

The City shall prepare a list of quantified GHG reduction measures or best management practices for use by new development subject to the City's discretionary review process, that are consistent with the Subregional CAP.

5.8.8 Level of Significance After Mitigation

Impact 5.8-1

Implementation of Mitigation Measure GHG-1 would complement and support Policies OS-8.1 and OS-8.2 of the Proposed General Plan's Open Space and Conservation Element. It would ensure that the City participates in the Subregional CAP led by the WRCOG with focus on GHG strategies in the City's planning area. Additionally, it would also contribute to minimizing GHG emissions from land uses accommodated under the Proposed General Plan to the extent feasible. However, given the growth in population and employment within the City and the magnitude of emissions reductions needed to achieve the GHG reduction target, it is uncertain whether implementation of Mitigation Measures GHG-1 and Policies OS- 8.1 and OS-8.2 would contribute to reducing GHG emissions to less-than-significant levels. Therefore, GHG emissions are considered ***significant and unavoidable***.

5.8.9 References

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5.9 HAZARDS AND HAZARDOUS MATERIALS

This section of the DEIR evaluates the potential impacts from implementation of the Proposed General Plan for the City of Wildomar (proposed project) on human health and the environment due to exposure to hazardous materials or conditions associated with project sites, project construction, and project operations of future development pursuant to the Proposed General Plan in the City of Wildomar. Cumulative impacts related to hazards and hazardous materials would be contiguous with the City boundary.

FOCAL POINT

The City currently does not have any active hazardous waste sites. All development that would transport, use, store, or dispose of hazardous materials would be required to comply with federal, state, and local regulations, the policies of the Safety Element and the Proposed General Plan. These regulations and policies would ensure that impacts from routine activities and upset, and accidental conditions related to hazardous materials, would be less than significant.

The eastern and western portions of the City are within Very High Fire Hazard Severity Zones. Emergency Response Operations described in the Wildomar Local Hazard Mitigation Plan and Emergency Operations Plan, relevant Proposed General Plan policies, and Safety Element policies would ensure no significant impacts occur with respect to the implementation of an emergency responder or evacuation plan. The City of Wildomar is not within the vicinity of any airports or within the jurisdiction of an airport land use plan and there would be no impacts related to airport hazards.

5.9.1 Environmental Setting

5.9.1.1 AGENCIES THAT REGULATE HAZARDOUS MATERIALS

Hazardous materials are substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Hazardous materials are used in products (*e.g.,* household cleaners, industrial solvents, paints, pesticides, etc.) and manufacturing (*e.g.*, of electronics, newspapers, plastic products, etc.). Examples of hazardous materials are petroleum, natural and synthetic gas, and other toxic chemicals that may be used in agriculture or commercial and industrial uses, businesses, hospitals, and households. Accidental releases of hazardous materials have a variety of causes, including highway incidents, warehouse fires, train derailments, shipping accidents, and industrial incidents.

The term "hazardous materials," as used in this section, includes all materials defined in the California Health and Safety Code:

> A material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. "Hazardous materials" include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the unified program agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment. (§§ 2411, 25501)

Federal and state hazardous waste definitions are similar, but different enough that separate classifications are in place for federal Resource Conservation and Recovery Act (RCRA) hazardous wastes and state non-RCRA hazardous wastes.

The following agencies govern hazardous materials in the City of Wildomar.

Federal Agencies

Several federal agencies regulate hazardous materials.

- **U.S. Environmental Protection Agency (EPA).** The EPA is the primary federal agency that regulates hazardous materials and waste. In general, the EPA develops and enforces regulations that implement environmental laws enacted by Congress. The agency is responsible for researching and setting national standards for a variety of environmental programs, and delegates to states and tribes the responsibility for issuing permits and for monitoring and enforcing compliance. EPA programs promote handling hazardous wastes safely, cleaning up contaminated land, and reducing trash. Under the authority of the RCRA and in cooperation with state and tribal partners, the Waste Management Division manages a hazardous waste program, an underground storage tank program, and a solid waste program, which includes development of waste reduction strategies such as recycling. The EPA has also promulgated regulations for the transport of hazardous wastes. These more stringent requirements include tracking shipments with manifests to ensure that wastes are delivered to their intended destinations.

- **Occupational Safety and Health Administration (OSHA).** OSHA oversees administration of the Occupational Safety and Health Act, which requires specific training for hazardous materials handlers, provision of information to employees who may be exposed to hazardous materials, and acquisition of material safety data sheets from manufacturers. Material safety data sheets describe the risks associated with particular hazardous materials, and proper handling and procedures. Employee training must include response and remediation procedures for hazardous materials releases and exposures.

- **U.S. Department of Transportation (USDOT).** The USDOT has developed regulations pertaining to the transport of hazardous materials and hazardous wastes by all modes of transportation. The US Postal Service has developed additional regulations for the transport of hazardous materials by mail. USDOT regulations specify packaging requirements for different types of materials.

- **Federal Aviation Agency (FAA).** The FAA issues and enforces regulations covering manufacturing, operating, and maintaining aircrafts. The FAA also certifies airmen and airports (including helicopters) that serve air carriers and conducts research on and develops systems and procedures needed for a safe and efficient system of air navigation and air traffic control.

State Agencies

Responsible state agencies that regulate hazardous materials and waste in accordance with the federal and state laws include:

- **California Environmental Protection Agency (CalEPA).** CalEPA was created in 1991 by the Governor's Executive Order. Six boards, departments, and offices were placed under the CalEPA umbrella to create a cabinet-level voice for the protection of human health and the environment and to ensure the coordinated deployment of state resources. CalEPA oversees hazardous materials and hazardous waste compliance throughout California. Among those responsible for hazardous materials and waste management are the Department of Toxic Substances Control, the Department of Pesticide Regulation, and the Office of Environmental Health Hazard Assessment. CalEPA also oversees the unified hazardous waste and hazardous materials management regulatory program (Unified Program), which consolidates and coordinates:

  - Hazardous Materials Release Response Plans and Inventories (Business Plans)
  - Underground Storage Tank Program
  - Aboveground Petroleum Storage Tank Act
  - Hazardous Waste Generator and Onsite Hazardous Waste Treatment Programs
  - California Uniform Fire Code: Hazardous Material Management Plans and Inventory Statements
  - California Accidental Release Prevention Program

- **California Department of Toxic Substances Control (DTSC).** DTSC is the department of CalEPA that carries out the RCRA and the Comprehensive Environmental Response, Compensation, and Liability Act programs in California to protect people from exposure to hazardous substances and wastes. The department regulates hazardous waste, cleans up existing contamination, and looks for ways to control and reduce the hazardous waste produced in California primarily under the authority of RCRA and in accordance with the California Hazardous Waste Control Law (Health and Safety Code Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Divisions 4 and 4.5). Permitting, inspection, compliance, and corrective action programs ensure that people who manage hazardous waste follow state and federal requirements and other laws that affect hazardous waste specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning.

- **California Department of Forestry and Fire Protection (CAL FIRE).** CAL FIRE is dedicated to the fire protection and stewardship of over 13 million acres of California's wildlands. The Office of the State Fire Marshal (OSFM) supports CAL FIRE's mission to protect life and property from wildfires through fire prevention engineering programs, law and code enforcements, and education. OSFM provides for fire prevention by enforcing fire-related laws in state -owned or -operated buildings; investigating arson fires; licensing those who inspect and service fire protection systems; approving fireworks for use in California; regulating the use of chemical flame retardants; evaluating building materials against fire safety standards; regulating hazardous liquid pipelines; and tracking incident statistics for local and state government emergency response agencies. The California Fire Plan is the state's road map for reducing the risk of wildfires through planning and preservation to reduce firefighting costs and property losses, increase firefighter safety, and contribute to ecosystem health. The California Fire Plan is a cooperative effort between the State Board of Forestry and Fire Protection and CAL FIRE.

- **California Division of Occupational Safety and Health (Cal/OSHA).** Like OSHA at the federal level, the California Division of Occupational Safety and Health (Cal/OSHA) is the responsible State agency for ensuring workplace safety. Cal/OSHA assumes primary responsibility for the adoption and enforcement of standards regarding workplace safety and safety practices. If a work site is contaminated, a site safety plan must be crafted and implemented to project the safety of workers. Site safety plans establish policies, practices, and procedures to prevent the expose of workers and members of the public to hazardous materials originating from the contaminated site or building.

- **California Office of Emergency Services (Cal OES).** Cal OES was established as part of the Governor's Office on January 1, 2009. It was created pursuant to Assembly Bill 38, which merged the duties, powers, purposes, and responsibilities of the former Governor's Emergency Management Agency with those of the Governor's Office of Homeland Security. Cal OES is responsible for the coordination of overall State agency response to major disasters in support of local government. The agency is responsible for ensuring the State's readiness to respond to and recover from all hazards—natural, man-made, emergencies, and disasters—and for assisting local governments in their emergency preparedness, response, recovery, and hazard mitigation efforts.

- **California Department of Transportation (Caltrans) and California Highway Patrol (CHP).** Caltrans and the CHP are the two State agencies that have primary responsibility for enforcing federal and State regulations and responding to hazardous materials transportation emergencies. Caltrans manages more than 50,000 miles of California's highways and freeways, provides intercity rail services, permits more than 400 public-use airports and special-use hospital heliports, and works with local agencies. Caltrans is also the first responder for hazardous material spills and releases that occur on highways, freeways, and intercity rail lines. The CHP enforces hazardous materials and hazardous waste labeling and packing regulations designed to prevent leakage and spills of materials in transit and to provide detailed information to cleanup crews in the event of an accident. Vehicle and equipment inspection, shipment preparation, container identification, and shipping documentation are all part of the responsibility of the CHP, which conducts regular inspections of licensed transporters to ensure regulatory compliance.

  The State of California regulates the transportation of hazardous waste originating or passing through the state. Common carriers are licensed by the CHP, pursuant to Section 32000 of the California Vehicle Code. This section requires licensing every motor (common) carrier that transports, for a fee, in excess of 500 pounds of hazardous materials at one time, and every carrier, if not for hire, that carries more than 1,000 pounds of hazardous material of the type requiring placards. Common carriers conduct a large portion of the business in the delivery of hazardous materials.

- **State Water Resources Control Board (SWRCB).** In California, the SWRCB has broad authority over water quality control issues for the state. The SWRCB is responsible for developing statewide water quality policy and exercises the powers delegated to the State by the federal government under the Clean Water Act. SWRCB's Underground Storage Tank (UST) program protects the public health and safety,

and the environment from releases of petroleum and other hazardous substances from USTs. The program elements include:

- **Leak Prevention.** This program element includes requirements for tank installation, construction, testing, leak detection, spill containment, and overfill protection.
- **Cleanup.** Cleanup of leaking tanks often involves a soil and groundwater investigation and remediation, under the direction of a regulatory agency.
- **Enforcement.** The SWRCB aid local agencies enforcing UST requirements.
- **Tank Tester Licensing.** Tank integrity testing is required by law, must meet the requirements of the SWRCB, and must be conducted by State licensed tank testers.

Regional Agencies

Responsible regional agencies that regulate hazardous materials and waste in accordance with the federal and state laws include:

- **Riverside County Department of Environmental Health (DEH).** The Certified Unified Program Agency (CUPA) for the City of Wildomar is the Riverside County DEH, which is responsible for regulating hazardous waste and tiered permitting; underground storage tanks.

5.9.1.2 REGULATORY BACKGROUND

The following laws, regulations, and policies govern hazardous materials in the City of Wildomar.

Federal Regulations

Comprehensive Environmental Response, Compensation and Liability Act and the Superfund Amendments and Reauthorization Act of 1986

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980, commonly known as Superfund, established prohibitions and requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at these sites, and established a trust fund to provide for cleanup when no responsible party could be identified. CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) on October 17, 1986. SARA stressed the importance of permanent remedies and innovative treatment technologies in cleaning up hazardous waste sites, required Superfund actions to consider the standards and requirements found in other state and federal environmental laws and regulations, provided new enforcement authorities and settlement tools, increased state involvement in every phase of the Superfund program, increased the focus on human health problems posed by hazardous waste sites, encouraged greater citizen participation in site cleanup decisions, and increased the size of trust fund to $8.5 billion. CERCLA also enabled the revision of the National Contingency Plan, which provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The National Contingency Plan also established the National Priority List of Superfund sites.

Resource Conservation and Recovery Act of 1976, as amended by the Hazardous and Solid Waste Amendments of 1984

The RCRA of 1976 is the principal federal law enacted by Congress that regulates the generation, management, and transportation of waste. In general, the EPA works to develop and enforce regulations that implement environmental laws enacted by Congress. The agency is responsible for researching and setting national standards for a variety of environmental programs and delegates to states and tribes the responsibility of issuing permits and for monitoring and enforcing compliance. EPA programs promote handling hazardous wastes safely, cleaning up contaminated land, and reducing trash. Hazardous waste management includes the treatment, storage, or disposal of hazardous waste. The RCRA gave the EPA the authority to control hazardous waste from "cradle to grave," that is, from generation to transportation, treatment, storage, and disposal. The RCRA also set forth a framework for the management of nonhazardous wastes. The 1986 amendments to RCRA enabled the EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. It should be noted that RCRA focuses only on active future facilities and does not address abandoned or historical sites.

Emergency Planning and Community Right-to-Know Act

In 1986, Congress passed the Superfund Amendments and Reauthorization Act. Title III of this regulation was the "Emergency Planning and community Right-to-Know Act of 1986" (EPCRA). EPCRA was enacted by Congress as the national legislation on community safety. This law helps local communities protect public health, safety, and the environment from chemical hazards in their areas by requiring businesses to report the locations and quantities of chemicals stored onsite to state and local agencies. These reports help communities prepare to respond to chemical spills and similar emergencies.

Section 313 of EPCRA requires manufacturers to report releases to the environment (air, soil, and water) of more than 600 designated toxic chemicals, report offsite transfers of waste for treatment or disposal at separate facilities, develop pollution prevention measures and activities, and participate in chemical recycling. These annual reports are submitted to the EPA and state agencies. EPCRA Sections 301 through 312 are administered by the EPA's Office of Emergency Management. The EPA's Office of Information Analysis and Access implements the EPCRA Section 313 program. In California, SARA Title III is implemented through the California Accidental Release Prevention Program.

The EPA maintains and publishes a database that contains information on toxic chemical releases and other waste management activities by certain industry groups and federal facilities. This online, publicly available, national digital database is called the Toxics Release Inventory and was expanded by the Pollution Prevention Act of 1990.

Under the EPCRA requirements, local emergency planning committees are responsible for developing a plan for preparing for and responding to a chemical emergency, including:

- An identification of local facilities and transportation routes where hazardous materials are present.
- The procedures for immediate response in case of an accident (this must include a community-wide evacuation plan).
- A plan for notifying the community that an incident has occurred.
- The names of response coordinators at local facilities.
- A plan for conducting drills to test the plan.

The emergency plan is reviewed by the State Emergency Response Commission and publicized throughout the community. The local emergency planning committee is required to review, test, and update the plan each year. The Riverside County DEH is responsible for coordinating hazardous material and disaster preparedness planning and appropriate response efforts with city departments and local and state agencies. The goal is to improve public- and private-sector readiness and to mitigate local impacts resulting from natural or man-made emergencies.

Disaster Mitigation Act of 2000

The Disaster Mitigation Act of 2000 requires state and local governments to prepare mitigation plans that identify hazards, potential losses, mitigation needs, goals, and strategies. It is intended to facilitate cooperation between state and local governments.

Toxic Substances Control Act

The Toxic Substances Control Act of 1976 was enacted by Congress to give the EPA the ability to track the 75,000 industrial chemicals currently produced by or imported into the United States. The EPA repeatedly screens these chemicals and can require reporting or testing of any that may pose an environmental or human health hazard. It can ban the manufacture and import of chemicals that pose an unreasonable risk. Also, the EPA has mechanisms in place to track the thousands of new chemicals that industry develops each year with either unknown or dangerous characteristics. It then can control these chemicals as necessary to protect human health and the environment. The Act supplements other federal statutes, including the Clean Air Act and the Toxics Release Inventory under EPCRA.

Hazardous Materials Transportation Act

The USDOT regulates hazardous materials transportation under CFR Title 49. State agencies that have primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies are the CHP and Caltrans. These agencies also govern permitting for hazardous materials transportation. Title 49 CFR reflects laws passed by Congress as of January 2, 2006.

Federal Response Plan

The Federal Response Plan of 1999 is a signed agreement among 27 federal departments and agencies and the American Red Cross that: 1) provides the mechanism for coordinating delivery of federal assistance and resources to augment efforts of state and local government overwhelmed by a major disaster or emergency; 2) supports implementation of the Robert T. Stafford Disaster Relief and Emergency Act, as well as individual agency statutory authorities; and 3) supplements other federal emergency operations plans developed to address specific hazards. The Federal Response Plan is implemented in anticipation of a significant event likely to result in a need for federal assistance or in response to an actual event requiring federal assistance under a presidential declaration of a major disaster or emergency.

Business Plan Act

Both the federal government and the State of California require all businesses that handle more than a specified amount of hazardous waste materials or extremely hazardous materials—termed a reporting quantity—to submit a hazardous materials business plan to the local CUPA.

Such a plan must be submitted by businesses that handle hazardous materials or a mixture containing a hazardous material in quantities equal to or greater than:

- 500 pounds of a solid
- 55 gallons of a liquid
- 200 cubic feet of a compressed gas standard temperature and pressure
- The federal Threshold Planning Quantity for Extremely Hazardous Substances
- Radioactive materials in quantities for which an emergency plan is required per Parts 30, 40, or 70 of the CFR, Title 10, Chapter 1

The business plan must include the type and quantity of hazardous materials, a site map, risks of using these materials, spill prevention, emergency response, employee training, and emergency contacts.

Federal Aviation Agency Advisory Circular 150/5390-2C

FAA Advisory Circular 150/5390-2C provides recommendations for heliport design, including heliports serving helicopters with single and tandem (front and rear) rotors.

Asbestos-Containing Materials Regulations

State agencies, in conjunction with the EPA and OSHA, regulate removal, abatement, and transport procedures for asbestos-containing materials. Releases of asbestos from industrial, demolition, or construction activities are prohibited by these regulations; medical evaluation and monitoring are required for employees performing activities that could expose them to asbestos. The regulations include warnings and

practices that must be followed to reduce the risk for asbestos emissions and exposure. Finally, federal, state, and local agencies must be notified prior to the onset of demolition or construction activities with the potential to release asbestos. Requirements for limiting asbestos emissions from building demolition and renovation activities are specified in the South Coast Air Quality Management District's Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). California Government Code Sections 1529 and 1532.1 provide for exposure limits, exposure monitoring, respiratory protection and good working practice by workers exposed to lead and asbestos-containing materials.

State Regulations

California Health and Safety Code and Code of Regulations

The Hazardous Substances Account Act (California Health and Safety Code Sections 25300 et seq.) authorizes the State to clean up hazardous materials release sites—including abandoned sites—not qualifying for cleanup under CERCLA; provides funds to pay for the state's share of costs of CERCLA cleanups; and provides compensation to persons injured by hazardous materials releases.

California Health and Safety Code Chapter 6.95 and California Code of Regulations (CCR), Title 19, Section 2729 describe the minimum requirements for business emergency plans and chemical inventory reporting. These regulations require businesses to provide emergency response plans and procedures, training program information, and a hazardous material inventory disclosing hazardous materials stored, used, or handled onsite. A business that uses hazardous materials, or mixtures containing them, in certain quantities must establish and implement a business plan.

CCR Title 8 Section 5191, Occupational Exposure to Hazardous Chemicals in Laboratories, requires that all laboratories have a written chemical hygiene plan as a fundamental chemical safety plan for the laboratory. The chemical hygiene plans are written programs that set forth procedures, equipment, personal protective equipment, and work practices that are capable of protecting employees from the health hazards presented by hazardous chemicals used in laboratories.

Tanner Act (Assembly Bill 2948)

Although numerous state policies deal with hazardous waste, the most comprehensive is the Tanner Act (Assembly Bill 2948), which was adopted in 1986. The Tanner Act governs the preparation of hazardous waste management plans and the siting of hazardous waste facilities in California. To be in compliance with the Tanner Act, local or regional hazardous waste management plans need to include provisions that define: 1) the planning process for waste management, 2) the permit process for new and expanded facilities, and 3) the appeals process to the state available for certain local decisions.

California Building Code

The state of California provided a minimum standard for building design through the California Building Code (CBC), which is in 24 CCR Part 2. The CBC is based on the International Building Code, modified for California conditions. It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further

modification based on local conditions. Buildings are plan checked by city and county building officials for compliance with the CBC.

State Hazardous Waste Management Programs

Numerous state programs regulate hazardous waste management.

Underground Storage Tank Program

Releases of petroleum and other products from USTs are the leading source of groundwater contamination in the United States. The RCRA Subtitle I establishes regulations governing the storage of petroleum products and hazardous substances in USTs and the prevention and cleanup of leaks. In EPA Region 9 (California, Arizona, Hawaii, Nevada, Pacific Islands, and over 140 tribal nations) the UST program operates primarily through state agency programs with EPA oversight. In California, the SWRCB, under the umbrella of CalEPA, provides assistance to local agencies enforcing UST requirements. The purpose of the UST program is to protect public health and safety and the environment from releases of petroleum and other hazardous substances. The program consists of four elements: leak prevention, cleanup, enforcement, and tank tester licensing. In September 2004, the SWRCB adopted regulations that require electronic submittal of information for groundwater cleanup programs, including groundwater analytical data, the surveyed locations of monitoring wells, and other data. The SWRCB's GeoTracker system currently has information submitted by responsible parties for over 10,000 leaking UST (LUST) sites statewide and has been extended to include all SWRCB groundwater cleanup programs, including the LUST, non-LUST (Spill, Leaks, Investigation, and Cleanup), Department of Defense, and landfill programs.

California Code of Regulations, Title 22, Division 4.5

CCR Title 22, Division 4.5, sets forth the requirements for hazardous-waste generators; transporters; and owners or operators of treatment, storage, or disposal facilities. These regulations include the requirements for packaging, storage, labeling, reporting, and general management of hazardous waste prior to shipment. In addition, the regulations identify standards applicable to transporters of hazardous waste. These regulations specify the requirements for transporting shipments of hazardous waste, including manifesting, vehicle registration, and emergency accidental discharges during transportation.

Hazardous Materials Disclosure Programs

Both the federal and state governments and the state require all businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials, termed a reporting quantity, to submit a hazardous materials emergency/contingency plan (also known as a hazardous materials business plan) to their local CUPA (CFR, EPA, SARA, and Title III) (Health and Safety Code, Division 20, Chapter 6.95, §§ 2500-25520; 19 CCR, Chapter 2, Subchapter 3, Article 4, §§ 2729-2734). The responsible CUPA in Riverside County is the Riverside County EHD, which is responsible for conducting compliance inspections of regulated facilities in Wildomar.

Hazardous Materials Business Plans

The hazardous materials business plan includes the business owner/operator identification page, hazardous materials inventory chemical description page, and an emergency response plan and training plan. Business plans must include an inventory of the hazardous materials at the facility. The entire hazardous materials business plan needs to be reviewed and recertified every three years. Business plans are required to include emergency response plans and procedures to be used in the event of a significant or threatened significant release of a hazardous material. These plans need to identify the procedures to follow for immediate notification to all appropriate agencies and personnel of a release, identification of local emergency medical assistance appropriate for potential accident scenarios, contact information for all emergency coordinators of the business, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel. All facilities must keep a copy of their plan onsite.

Hazardous materials business plans are designed to be used for responding agencies, such as the Riverside County Fire Department, during a release or spill to allow for a quick and accurate evaluation of each situation for appropriate response. Businesses that handle hazardous materials are required by law to provide an immediate verbal report of any release or threatened release of hazardous materials if there is a reasonable belief that the release or threatened release of hazardous materials poses a significant present or potential hazard to human health and safety, property, or the environment. If a release involves a hazardous substance listed in Title 40 of the CFR in an amount equal to or exceeding the reportable quantity for that material, a notice must be filed with the California Office of Emergency Services within 15 days of the incident. Both the federal government (Code of Federal Regulations) and the State of California (California Health and Safety Code) require all businesses that handle more than a specified amount—or "reporting quantity"—of hazardous or extremely hazardous materials to submit a hazardous materials business plan to the Riverside County EHD. According to City guidelines, the preparation, submittal, and implementation of a business plan is required by any business that handles a hazardous material or a mixture containing a hazardous material in specified quantities.

Business plans must include an inventory of the hazardous materials at the facility. Businesses must update their business plan and the chemical portion annually. Also, business plans must include emergency response plans and procedures to be used in the event of a significant or threatened significant release of a hazardous material. These plans need to identify the procedures for immediate notification of all appropriate agencies and personnel, identification of local emergency medical assistance appropriate for potential accident scenarios, contact information for all company emergency coordinators, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel.

Hazardous Materials Incident Response

Under Title III of SARA, the Local Emergency Planning Committee (LEPC) is responsible for developing an emergency plan for preparing for and responding to chemical emergencies in that community. The State Emergency Response Commission (SERC) established six emergency planning districts. The SERC appointed a LEPC for each planning district and supervises and coordinates their activities.

The emergency plan developed by the LEPCs must include:

- An identification of local facilities and transportation routes where hazardous materials are present.
- The procedures for immediate response in case of an accident (this must include a community-wide evacuation plan).
- A plan for notifying the community that an incident has occurred.
- The names of response coordinators at local facilities.
- A plan for conducting exercises to test the plan.

The plan is reviewed by the SERC and publicized throughout the community. The LEPC is required to review, test, and update the plan each year.

Hazardous Materials Spill/Release Notification Guidance

All significant spills, releases, or threatened releases of hazardous materials must be immediately reported. Federal and state emergency notifications are required for all significant releases of hazardous materials. Requirements for immediate notification of all significant spills or threatened releases cover owners, operators, persons in charge, and employers. Notification is required regarding significant releases from facilities, vehicles, vessels, pipelines, and railroads. The following state statutes require emergency notification of a hazardous chemical release:

- Health and Safety Codes, Sections 25270.7, 25270.8, and 25507
- Vehicle Code, Section 23112.5
- Public Utilities Code, Section 7673 (PUC General Orders #22-b, 161)
- Government Code, Sections 51018, 8670.25.5(a)
- Water Code, Sections 13271, 13272
- California Labor Code, Section 6409.1(b)10

In addition, all releases that result in injuries or workers harmfully exposed must be immediately reported to California OSHA (California Labor Code, Section 6409.1[b]). Additional reporting requirements are in the Safe Drinking Water and Toxic Enforcement Act of 1986, better known as Proposition 65, and Section 9030 of California Labor Code.

Requirements for immediate notification of all significant spills or threatened releases cover owners, operators, persons in charge, and employers. Notification is required regarding significant releases from facilities, vehicles vessels, pipelines, and railroads. In addition, all releases that result in injuries or harmful exposure to workers must be immediately reported to the California Occupational Safety and Health Administration pursuant to the California Labor Code Section 6409.1(b).

California Accidental Release Prevention Program (CalARP)

The CalARP became effective on January 1, 1997, in response to Senate Bill 1889. CalARP replaced the California Risk Management and Prevention Program. Under CalARP, the Governor's Office of Emergency Services must adopt implementing regulations and seek delegation of the program from the EPA. CalARP aims to be proactive and therefore requires businesses to prepare risk management plans, which are detailed engineering analyses of the potential accident factors present at a business and the migration measures that can be implemented to reduce this accident potential. In most cases, local governments will have the lead role for working directly with businesses in this program. The Riverside County EHD is the CUPA designated as the administering agency for CalARP.

California Fire Code

The California Fire Code (24 CCR Part 9) sets forth requirements including those for building materials and methods pertaining to fire safety and life safety, fire protection systems in buildings, emergency access to buildings, and handling and storage of hazardous materials. The City adopts the update to the fire code every three years.

California Building Code

The CBC requires the installation and maintenance of smoke alarms in residential dwelling units:

- **CCR Title 24, Part 2, Section 907.2.11.2.** Smoke alarms shall be installed and maintained on the ceiling or wall outside of each separate sleeping area in the immediate vicinity of bedrooms. In each room used for sleeping purposes, and in each story within a dwelling unit. The smoke alarms shall be interconnected.

Government Code Section 65302

Government Code Section 65302 requires the Safety Element of a General Plan to address evacuation routes. The CAL FIRE Safety Element checklist also requires cities to address evacuation routes. In addition, Senate Bill 99 (2018) requires a Safety Element, upon the next revision of the housing element on or after January 1, 2020, to include information identifying residential developments in hazard areas that do not have at least two emergency evacuation routes.

Regional Regulations

South Coast Air Quality Management District (South Coast AQMD)

South Coast AQMD Rule 1403 governs the demolition of buildings containing asbestos materials. Rule 1403 specifies work practices with the goal of minimizing asbestos emissions during building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing material (ACM). The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and cleanup procedures, and storage and disposal requirements for asbestos-containing waste materials.

CAL FIRE, County of Riverside Unit Strategic Plan

The California Strategic Plan is implemented through individual "unit plans" that are prepared for different regions of the state. CAL FIRE has adopted a Riverside Unit Fire Plan that covers Riverside County and the agency's priorities for prevention, protection, and suppression of wildfires. The overall goal of the Riverside County Unit Fire Plan is to reduce total costs and losses from wildland fire in the unit by protecting assets at risk through focused pre-fire management prescriptions and increasing initial attack success.

Local Regulations

2022 Wildomar Local Hazard Mitigation Plan

The purpose of the Local Hazard Mitigation Plan (LHMP) is to identify the City's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals and actions to reduce and/or eliminate potential risks to people and property from natural and manmade hazards.

City of Wildomar Emergency Operations Plan

The City of Wildomar Emergency Operations Plan (EOP) outlines the City's response to extraordinary emergencies, including natural disasters, technological incidents, and national security emergencies. The Emergency Operations Center is responsible for directing and coordinating various departments and agencies in emergency response activities. The plan aims to establish the framework for implementing SEMS and the National Incident Management System (NIMS) for Wildomar, located within Riverside County and Mutual Aid Region VI. The plan aims to facilitate multi-agency and multi-jurisdictional coordination in emergency operations, particularly between the City of Wildomar, Riverside County, special districts, and State agencies.

City of Wildomar Safety Element 2021

The Safety Element conveys the City's goals, policies, and actions to minimize hazards and promote safety in and around Wildomar. It identifies the natural and human-caused hazards that affect existing and future development and provides guidelines for protecting residents, employees, visitors, and other community members from injury and death. It describes present and expected future conditions and sets policies and standards for improved public safety. The Safety Element also seeks to minimize physical harm to the buildings and infrastructure in and around Wildomar to reduce damage to local economic systems, community services, and ecosystems.

- **Policy S-31.** Existing essential, dependent-care, and high-risk facilities not in conformance with provisions of the City of Wildomar zoning shall be required to upgrade or modify building use to a level of safety consistent with the inundation risk.

- **Policy S-32.** Development using, storing, or otherwise involved with substantial quantities of on- site hazardous materials shall not be permitted within a 100-year floodplain or dam inundation zone, unless all standards for evaluation, anchoring, and flood-proofing have been satisfied. Hazardous materials shall be stored in watertight containers, not capable of floating, to the extent required by state and federal laws and regulations. Facilities storing substantial quantities of hazardous materials within inundation zones

shall be adequately flood-proofed and hazardous materials containers shall be anchored and secured to prevent flotation and contamination.

- **Policy S-34.** High-risk facilities, such as essential public and quasi-public facilities and hazardous materials sites, shall be required to maintain and rehearse inundation response plans.

- **Policy S-44.** All proposed development and construction within Fire Hazard Severity Zones shall be reviewed by the Riverside County Fire Department and Wildomar Building and Safety Department for consistency with the following requirements before the issuance of any building permits:

  a) All proposed development and construction shall meet minimum state, county, and local standards for fire safety, as defined in the City of Wildomar Building or Fire Codes, or by City zoning, or as dictated by the Building Official or the Transportation Land Management Agency based on building type, design, occupancy, and use.

  b) In addition to the standards and guidelines of the California Building Code, California Fire Code, the Wildomar Municipal Code, and other appropriate fire safety provisions, developments shall incorporate additional standards for high-risk, high-occupancy, and dependent facilities where appropriate under the City of Wildomar Fire Code. These shall include assurance that structural and nonstructural architectural elements of the building will not impede emergency egress for fire safety staffing/personnel, equipment, and apparatus; nor hinder evacuation from fire, including potential blockage of stairways or fire doors.

  c) Proposed development and construction in Very Fire Hazard Severity Zones shall provide secondary public access, in accordance with City of Wildomar ordinances. There shall be multiple points of ingress and egress that allow for emergency response vehicle access. Points of access shall also include visible street signs and sufficient water supplies and infrastructure for structural fire suppression.

  d) Proposed development and construction in Very Fire Hazard Severity Zones shall use single loaded roads to enhance fuel modification areas, unless otherwise determined by the Riverside County Fire Chief.

  e) Proposed development and construction in Very Fire Hazard Severity Zones shall provide a fire protection plan that includes defensible space or fuel modification zones to be located, designed, constructed, and maintained to provide adequate defensibility from wildfires.

  f) Prior to the approval of all parcel maps and tentative maps, the City shall require as a condition of approval, the developer meet or exceed the California Fire and Building code including Title 14 Regulations, particularly those regarding road standards for ingress, egress, and fire equipment access (see California Government Code, Section 66474.02.).

- **Policy S-51.** Locate new critical public facilities outside of Fire Hazard Severity Zones. Critical facilities include emergency shelters, emergency command and communication facilities, and hospital and healthcare centers. If no feasible alternative site exists, ensure that these facilities incorporate all necessary protections to allow them to continue to serve community needs during and after disaster events.

- **Policy S-55.** Conduct and implement long-range fire safety planning, including stringent building, fire, subdivision, and municipal code standards, improved infrastructure, evacuation plans, and improved mutual-aid agreements with the private and public sector.

- **Policy S-61.** Continue to use the Riverside County Fire Department Fire Protection Plan and Emergency Medical Services (EMS) Strategic Master Plan as the foundational document to implement the Safety Element's goals and objectives.

- **Policy S-63.** Identify, map, and update Fire Hazard Severity Zone maps on an ongoing and as- needed basis.

- **Policy S-66.** The City shall develop policies and provide updates, as appropriate, that ensure recovery and redevelopment after a large fire reduces future vulnerabilities to fire hazard risks through site preparation, redevelopment layout design, fire-resistant landscape planning, and fire retarding building design and materials.

- **Policy S-67.** Coordinate with the Riverside County Fire Department to implement a long-term fire protection training and education program for the City of Wildomar and its citizens.

- **Policy S-74.** Enforce land use policies and siting criteria related to hazardous materials and waste through ongoing implementation of the programs identified in the County of Riverside Hazardous Waste Management Plan (CHWMP).

- **Policy S-75.** Review all proposed development projects that manufacture, use, or transport hazardous materials for compliance with the CHWMP. Such projects shall provide a buffer zone, to be determined by the City, between the installation and property boundaries sufficient to protect public safety.

- **Policy S-76.** Require that applications for discretionary development projects that will generate hazardous wastes or use hazardous materials include detailed information on hazardous waste reduction, recycling, and storage.

- **Policy S-77.** Ensure that industrial facilities are constructed and operated in accordance with current safety and environmental protection standards.

- **Policy S-87.** Implement and update the City of Wildomar's Local Hazard Mitigation Plan, as directed by the California Governor's Office of Emergency Services and the Federal Emergency Management Agency, and maintain mutual-aid agreements with federal, state, and local agencies, as well as the private sector, to assist in:

a) Clearance of debris in the event of widespread slope failures, collapsed buildings or structures, or other circumstances that could result in blocking emergency access or regress.

b) Heavy search and rescue

c) Fire suppression

d) Hazardous materials response

e) Temporary shelter

f) Geologic and engineering needs

g) Traffic and crowd control

h) Building inspection

- **Policy S-88.** Provide alerts about potential, developing, and ongoing emergency situations through extensive early-warning and notification systems that convey information to all residents, in multiple languages and formats to ensure it is widely accessible.

- **Policy S-94.** Maintain and continue to improve management and emergency dissemination of information using portable computers with geographic information systems (GIS) and disaster-resistant Internet access, to obtain:

  a) Hazardous Materials Disclosure Program Business Plans regarding the location and type of hazardous materials;

  b) Real-time information on seismic, geologic, or flood hazards; and

- The locations of high-occupancy, immobile populations, potentially hazardous building structures, utilities, and other lifelines.

- **Policy S-97.** Maintain a City Emergency Operations Plan to include the National Incident Management System (N.I.M.S.).

- **Policy S-98.** Coordinate with local and State Emergency Management agencies using the Standardized Emergency Management System (S.E.M.S.) and N.I.M.S. to facilitate multi-agency emergency response.

- **Policy S-99.** Monitor the effectiveness of public safety, preparedness, and hazard mitigation policies under changing climate conditions to continue to protect the community as local and regional conditions change.

- **Policy S-100.** Regularly update all appropriate planning documents, including the Safety Element, the Local Hazard Mitigation Plan, emergency operations plans, and other public safety plans, and ensure these updates integrate adaptation considerations for climate-related hazards.

- **Policy S-118.** Maximize use of technology and the Internet to effectively distribute emergency communications and alerts to members of the public to improve resiliency.

- **Policy S-119.** Ensure that communication systems used by emergency responders and key City staff have sufficient redundancy and resiliency to meet City needs during and after a hazard event.

- **Policy S-128.** Ensure that unhoused persons or groups in the City of Wildomar have access to temporary and/or emergency housing, food, and other essential living materials to keep them safe during anticipated hazard events.

City of Wildomar Municipal Code

- **Chapter 2.32, Disaster Relief.** The purpose of this Chapter is to provide for the preparation and carrying out of plans for the protection of persons and property within the City in the event of an emergency.

- **Chapter 8.28, Fire Code.** The City adopted the 2022 California Fire Code. The State adopts a new California Fire Code every three years.

- **Chapter 8.52, Hazardous Waste Control.** The intent of this chapter is to administer a program for the purpose of monitoring establishments where hazardous waste is generated, stored, handled, disposed, treated, or recycled, and to regulate facilities by the issuance of permits.

5.9.1.3 EXISTING CONDITIONS

Hazardous Materials

Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that a business or implementing agency has a reasonable basis for believing would be injurious to public health and safety or harmful to the environment if released into the workplace or the environment. Hazardous wastes are hazardous substances that no longer have practical use, such as materials that have been discarded, discharged, spilled, or contaminated or are being stored until they can be disposed of properly (22 CCR Chapter 11, Article 2, Section 66261.10). Soil that is excavated from a site containing hazardous materials is a hazardous waste if it exceeds specific CCR Title 22 criteria.

Past industrial or commercial activities on a site could have resulted in spills or leaks of hazardous materials to the ground, resulting in soul and/or groundwater contamination. Hazardous materials may also be present in building materials of older structures and released during building demolition activities. If improperly handled, hazardous materials and wastes can cause public health hazards when released to the soil, groundwater, or air. The four basic exposure pathways through which an individual can be exposed to a chemical agent include inhalation, ingestion, bodily contact, and injection. Exposure can come as a result of

an accidental release during transportation, storage, or handling of hazardous materials. Disturbance of subsurface soil during construction can also lead to exposure of workers or the public from stockpiling, handling, or transportation of soils contaminated by hazardous materials or waste from previous spills or leaks.

Hazardous Waste Generators

The EPA regulates generators of hazardous waste based on the amount of waste generated. Large quantity generators produce 1,000 kilograms or more per month, or more than one kilogram per month of acutely hazardous waste. Small quantity generators produce between 100 and 1,000 kilograms of hazardous waste per month.

Hazardous Materials Sites

California Government Code Section 65962.5 directs CalEPA to compile, maintain, and update specified lists of hazardous material release sites. CEQA (California Public Resources Code Section 21092.6) requires the lead agency to consult the lists compiled pursuant to Government Code Section 65962.5 to determine whether the project and any alternatives are identified on any of the following lists:

- **EPA NPL.** The EPA's NPL includes all sites under the EPA's Superfund program, which was established to fund cleanup of contaminated sites that pose risks to human health and the environment.
- **EPA Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) and Archived Sites.** The EPA's CERCLIS includes a list of 15,000 sites nationally identified as hazardous sites. This would also involve a review for archived sites that have been removed from CERCLIS due to No Further Remedial Action Planned status.
- **EPA RCRIS (RCRA Info).** The Resource Conservation and Recovery Act Information System (RCRIS or RCRA Info) is a national inventory system about hazardous waste handlers. Generators, transporters, handlers, and disposers of hazardous waste are required to provide information for this database.
- **DTSC Cortese List.** DTSC maintains the Hazardous Waste and Substances Sites (Cortese) list as a planning document for use by the State and local agencies to comply with CEQA requirements by providing information about the location of hazardous materials release sites. This list includes the Site Mitigation and Brownfields Reuse Program Database.
- **DTSC HazNet.** DTSC uses this database to track hazardous waste shipments.
- **SWRCB LUSTIS.** Through the Leaking Underground Storage Tank Information System (LUSTIS), SWRCB maintains an inventory of USTs and LUSTs, which tracks unauthorized releases.

The required lists of hazardous material release sites summarized above are commonly and collectively referred to as the "Cortese List," named after the legislator who authored the legislation. Because the statute was enacted more than 20 years ago, some of the provisions refer to agency activities that were conducted many years ago and are no longer being implemented and, in some cases, the information required in the

Cortese List does not exist. Those requesting a copy of the Cortese Lists are now referred directly to the appropriate information resources on websites hosted by the boards or departments referenced in the statute, including DTSC's online EnviroStor database and the SWRCB's online GeoTracker database. These two databases include hazardous material release sites, along with other categories of sites or facilities specific to each agency's jurisdiction.

A search of the online EnviroStor and GeoTracker databases on October 26, 2023, identified six hazardous materials sites within the City of Wildomar, as shown in Table 5.9-1, *Hazardous Sites in the City of Wildomar* (SWRCB 2023; DTSC 2023). All six sites are designated as "closed," "completed–case closed," "no action required," or "no further action."

Table 5.9-1 Hazardous Sites in the City of Wildomar

ID	Site Name	Address	Site Type	Status
SITES LISTED ON ENVIROSTOR				
33650001	Elementary School No. 15	La Estrella Road/George Porras Road	School Investigation	No Action Required
60000994	Donald Graham Medical Therapy Unit	35450 Frederick Street	School Investigation	No Action Required
33010015	Elsinore High School Expansion	Bundy Canyon Road/Orchard Street	School Investigation	No Action Required
SITES LISTED ON GEOTRACKER				
T0606500259	Elsinore Valley Municipal Water District	33751 Mission Trail	LUST Cleanup Site	Case Closed
T0606599151	NAZM Group Inc. DBA Arco AMPM	33986 Orange Street	LUST Cleanup Site	Case Closed
T0606599184	Inland Valley Regional Med Center	36485 Inland Valley Drive	LUST Cleanup Site	Case Closed

Source: SWRCB 2023; DTSC 2023.

The City of Wildomar has minimal industrial development within its City limits. The City currently has a small portion of land zoned light industrial (LI) on the western edge of the City, mostly contained within the bounding streets of Mission Trail, Corydon Road, and Guffy Lane. The other sizable location zoned as LI is located in the southeastern portion of the City, north of I-15. A release or spill of hazardous materials within these areas may put people and properties in hazardous and dangerous situations. Most hazardous materials in the area are those transported on main roadways through the City and on I-15, which runs directly through Wildomar. There have been no reported roadway hazardous material incidents since 1970 in the City (Wildomar 2021).

Potential Hazardous Building Materials

Some buildings in the City were built before the 1970s; based on the ages of these buildings, there is a potential for building materials to contain asbestos or lead-based paint (LBP). A potential release of hazardous materials could occur when ACM or LBP are disturbed during renovation or demolition activities.

This disturbance could be harmful to human health. Typical hazardous materials of concern for existing older structures in the City include the following:

- **Asbestos** is a mineral fiber that is carcinogenic and harmful to respiratory health. Because of its fiber strength and heat resistance, it was widely used in a variety of building construction materials for insulation and as a fire-retardant, as well as in friction and heat-resistant products. Use of asbestos in the manufacturing of these products was common throughout California, until 1977, when it was banned. Older buildings constructed prior to 1978 could contain ACM. Asbestos can be released when ACMs are disturbed by cutting, sanding, drilling, or other remodeling activities. Improper attempts to remove these materials can release asbestos fibers into the air, increasing asbestos levels and affecting indoor air quality.

- **Lead** is a recognized harmful environmental pollutant that can pose a hazard when exposed through air, drinking water, food, contaminated soil, deteriorating paint, and dust. Lead was widely used in paint, gasoline, water pipes, and many other products prior to documentation of its health hazards. The use of LBP was banned in California in 1978, and therefore, buildings constructed prior to 1978 could contain LBP. If LBP is improperly removed from surfaces by dry scraping or sanding, LBP can be inhaled or otherwise absorbed into the body and could pose a potential public health risk.

- **Mold** can impair indoor air quality. The presence of visible water damage, damp materials, visible mold, or mold odor in buildings increases the potential risks of respiratory disease of occupants. According to the California Department of Public Health, known health risks include the development of asthma, allergies, and respiratory infections, the triggering of asthma attacks, and increased wheezing, coughing, difficulty breathing, and other symptoms.

- **Polychlorinated Biphenyls (PCBs)** are synthetic chemicals that were manufactured for use in various industrial and commercial applications—including oil in electrical and hydraulic equipment, and plasticizers in paints, plastics, and rubber products—because of their non-flammability, chemical stability, high boiling point, and electrical insulation properties. When released into the environment, PCBs persist for many years and bioaccumulate in organisms. The EPA has classified PCBs as probable human carcinogens. In 1979, the EPA banned the use of PCBs in most new electrical equipment and began a program to phase out certain existing PCB-containing equipment.

- **Radon** is a naturally-occurring odorless, tasteless, and invisible gas produced from the decay of uranium in soil and water. Structures placed on native soils with elevated levels of radon can be impacted by the intrusion of radon gas into breathing spaces of the overlying structures, which can cause lung cancer. Riverside County is listed as a Zone 2 county, which predicts an average indoor radon screening level between 2 and 4 pCi/L, which is within the recommended levels assigned by the EPA (EPA 2014).

Schools

As described in Chapter 5.3, *Air Quality*, of this Draft EIR, some land uses are considered more sensitive to airborne hazardous materials than others due to the types of population groups or activities involved. Because sensitive population groups include children, the California Environmental Quality Act (CEQA)

requires an evaluation of hazardous emissions or handling hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school, private or public.

There are currently nine existing schools in the City of Wildomar, including seven public schools and two private schools.

Pipelines

Pipelines of concern carry hazardous liquids and/or gases that can be harmful to life and property. The City of Wildomar does not contain any hazardous pipelines that run through the City. Through a search on the US DOT National Pipeline Mapping System, the closest gas transmission pipeline is approximately 2.6 miles south/southeast of the City, in the City of Murrieta (DOT 2023).

Airports

Airport operations and their accompanying safety hazards require careful land use planning on adjacent and nearby lands to protect the residential and business communities from the potential hazards that could be created by airport operations. There are no airports in the City of Wildomar. The nearest airport to the City is Skylark Airport (publicly known as Skydive Elsinore), which is a private airstrip in Lake Elsinore, approximately 425 feet west of the City's western boundary. The nearest public airport, which is approximately 4.8 miles southeast of Wildomar, is the French Valley Airport in Murrieta.

Wildfire

The eastern and western portions of the City are within a Very High Fire Hazard Severity Zone (See Figure 5.20-1, *Fire Hazard Severity Zones)*. As stated in Section 5.20.1.2, *Existing Conditions*, in Section 5.20, *Wildfire,* undeveloped areas in and adjacent to the City, along with the eastern and western portions of the City, could lead to a serious wildland fire due to threats of dry summers and strong winds. Wildland fire protection is the primary responsibility of Riverside County Fire Department with assistance provided by CAL FIRE under an agreement for fire protection of wildlands.

5.9.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

H-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

H-2 Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

H-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of an existing or proposed school.

H-4 Be located on a site which is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

H-5 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would result in a safety hazard or excessive noise for people residing or working in the project area.

H-6 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

H-7 Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

5.9.3 Proposed General Plan Policies

The following are relevant policies from the Proposed General Plan. The 2021-2029 Safety Element also includes applicable policies which are listed under Section 5.9.1.2, *Local Regulations*, above.

Land Use Element

GOAL LU 6 Maintenance and Compatibility With Other Uses: Development is located and designed to maintain the qualities that distinguish Wildomar and to ensure effective transitions between neighborhoods and districts.

- **Policy LU-6.1. Protect from Adverse Impacts.** Retain and enhance the integrity of existing residential, employment, and open space areas by protecting them from encroachment of land uses that would result in impacts from noise, noxious fumes, glare, shadowing, and traffic.

GOAL LU 11 Industrial Uses: Light industrial uses are accommodated to enhance economic activity and are located and designed in a compatible manner with surrounding land uses.

- **Policy LU-11.1. Protect from Incompatible Uses.** Protect industrial lands from encroachment of incompatible or sensitive uses, such as residential or schools, that could be impacted by industrial activity.

- **Policy LU-11.4. Distribution Centers and Warehouses.** Limit the development of distribution centers and warehouses to discourage such uses and their significant environmental impacts.

GOAL LU 12 Public Facilities: Governmental, utility, institutional, educational, recreational, cultural, religious, and social facilities and services are located and designed to complement Wildomar's neighborhoods, centers, and corridors.

- **Policy LU-12.3. Development Impact Fees.** Explore all options for new projects to build associated public improvements up front. When that is infeasible, require that new development contribute their fair share to fund infrastructure and public facilities such as parks and police and fire facilities.

Open Space and Conservation Element

GOAL OS 2: Air quality is protected from adverse environmental factors that contribute to poor air quality.

- **Policy OS-2.3 Compatible Development Siting.** Require that siting for new developments is compatible with the existing land uses and ensure that land uses for sensitive receptors such as daycares, schools, hospitals, and elderly housing are separated and protected from polluting point sources using pollution control measures such as distance, barriers, and landscaping.

Recreation and Community Services Element

GOAL RC 4: Community services and recreational programs that support a high quality-of-life and healthy lifestyles.

- **Policy RC-4.7 Police, Fire and Emergency Medical Services.** Work with the Riverside County Sheriff's Department and CAL FIRE Riverside County Fire Department to continue to provide effective law enforcement, fire, and emergency medical services.

5.9.4 Environmental Impacts

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.9-1:	Project construction and operations would not create a significant impact due to the transport, use, and/or disposal of hazardous materials or due to reasonably foreseeable upset and accident conditions; and would not impact an existing or proposed school. [Thresholds H-1, H-2, and H-3]

Construction

Potentially hazardous materials used during construction include substances such as paints, sealants, solvents, adhesives, cleaners, and diesel fuel. There is potential for these materials to spill or to create hazardous conditions. However, the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. These activities would also be short-term or one time in nature. In the event of a potential release and cleanup of a hazardous material in the construction process, the DEH's Environmental Cleanup Program (ECP) would provide oversight of environmental investigations and cleanup of contaminated sites. Project construction workers would be trained in safe handling and hazardous materials use pursuant to Cal/OSHA requirements.

To prevent hazardous conditions, existing local, state, and federal laws—such as those listed under Section 5.9.1.2, *Regulatory Background*—are to be enforced at construction sites, as well as during the transport and disposal of hazardous materials. For example, compliance with existing regulations would ensure that construction workers and the public are not exposed to any risks related to hazardous materials during construction activities. Cal/OSHA has regulations concerning the use of hazardous materials, including requirements for safety training, exposure warnings, availability of safety equipment, and preparation of emergency action/prevention plans. For example, all spills or leakage of petroleum products during

construction activities are required to be immediately contained, the hazardous material identified, and the material remediated in compliance with applicable state and local regulations for the cleanup and disposal of that contaminant. All contaminated waste encountered would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility. Furthermore, strict adherence to all emergency response plan requirements set forth by the Riverside County Fire Department would be required throughout the duration of project construction. Therefore, impacts would be less than significant.

Operations

The proposed project would allow for the development of a variety of land uses, including industrial, residential, commercial, office, civic, and open space uses. Industrial uses and some commercial uses utilize greater amounts of hazardous materials than other uses, such as residential uses and schools. Operation of future residential and some commercial uses that would be accommodated would involve the use of small quantities of hazardous materials for cleaning and maintenance purposes, such as paints, household cleaners, fertilizers, and pesticides. Operation of future industrial and some types of commercial uses would involve use of larger amounts of hazardous materials, such as fuel/diesel, and commercial grade chemicals, solvents, cleaners, etc. These types of industrial and commercial uses, and therefore, the specific types of hazardous materials to be used, are not yet known.

The use, storage, transport, and disposal of hazardous materials by future residents and commercial and industrial tenants/owners would be required to comply with existing regulations of several agencies, including the California Department of Toxic Substances Control, US Environmental Protection Agency, California Division of Occupational Safety and Health, California Department of Transportation, and Riverside County Fire Department. Regulations that would apply to the uses that involve transporting, using, or disposing of hazardous materials include RCRA, which provides the "cradle to grave" regulation of hazardous wastes; CERCLA, which regulates closed and abandoned hazardous waste sites; the Hazardous Materials Transportation Act, which governs hazardous materials transportation on U.S. roadways; International Fire Code (IFC), which creates procedures and mechanisms to ensure the safe handling and storage of hazardous materials; CCR Title 22, which regulates the generation, transportation, treatment, storage and disposal of hazardous waste; and CCR Title 27, which regulates the treatment, storage, and disposal of solid wastes. For development in California, Government Code Section 65850.2 requires that no final certificate of occupancy or its substantial equivalent be issued unless there is verification that the owner or authorized agent has met, or is meeting, the applicable requirements of the Health and Safety Code, Sections 25500 through 25520. Chapter 8.52 of the City's Municipal Code requires monitoring establishments where hazardous waste is generated, stored, handled, disposed, treated, or recycled, and to regulate the issuance of permits for certain facilities.

Compliance with applicable laws and regulations governing the use, storage, transport, and disposal of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts. Additionally, future residential and nonresidential uses under the proposed project would be constructed and operated with strict adherence to all emergency response plan requirements set forth by the Riverside County DEH and the Riverside County Fire Department.

CalEPA has designated the Riverside County DEH as the CUPA, responsible for managing the following programs in the County:

- Underground Storage Tank Program
- Aboveground Petroleum Storage Act Requirements
- Hazardous Waste Generator and Onsite Hazardous Waste Treatment Programs
- Hazardous Materials Release Response Plans and Inventories (Business Plan)
- California Accidental Release Prevention
- Hazardous Material Management Plans

Additionally, several policies in the Safety Element and Proposed General Plan would minimize risks from businesses that use hazardous materials. For Example, Policy S-74 aims to enforce land use policies and siting criteria related to hazardous materials and waste through ongoing implementation of the programs identified in the County of Riverside Hazardous Waste Management Plan. Therefore, impacts would be less than significant.

Demolition

Future development projects under the Proposed General Plan may involve demolition of existing buildings and structures associated with a specific development site. Some building materials used in the mid- and late-1900s are considered hazardous to the environment and harmful to people. For example, while asbestos was generally not used in building materials by 1980, it was still occasionally used until the late 1980s. Lead-based paint was banned for residential use in 1978 and phased out for commercial structures in 1993.

Typical hazardous materials of concern for existing older structures in the City include asbestos, lead, mold, PCBs, and radon.

For buildings constructed before the 1950s, it is likely that some may contain ACMs and LBP, as well as other building materials containing lead (*e.g.,* ceramic tile and insulation). Demolition of these buildings could cause encapsulated ACM (if present) to become friable (*i.e.,* easily crumbled or pulverized); once airborne, they are considered a carcinogen. Demolition could also cause the release of lead into the air. The EPA has classified lead and inorganic lead compounds as "probable human carcinogens," and such releases could pose significant risks to persons living and working in and around a proposed development site (EPA 2004).

The presence of visible water damage, damp materials, visible mold, or mold odor in buildings increases the potential risks of respiratory disease of occupants. According to the California Department of Public Health, known health risks include the development of asthma, allergies, and respiratory infections, the triggering of asthma attacks, and increased wheezing, coughing, difficulty breathing, and other symptoms.

PCBs are synthetic chemicals that were manufactured for use in various industrial and commercial applications—including oil in electrical and hydraulic equipment, and plasticizers in paints, plastics, and rubber products—because of their non-flammability, chemical stability, high boiling point, and electrical insulation properties. When released into the environment, PCBs persist for many years and bioaccumulate in organisms. The EPA has classified PCBs as probable human carcinogens. In 1979, the EPA banned the use

of PCBs in most new electrical equipment and began a program to phase out certain existing PCB-containing equipment.

State agencies, in conjunction with the federal EPA and OSHA, regulate removal, abatement, and transport procedures for asbestos-containing materials. Releases of asbestos from industrial, demolition, or construction activities are prohibited by these regulations; medical evaluation and monitoring are required for employees performing activities that could expose them to asbestos. The regulations include warnings and practices that must be followed to reduce the risk for asbestos emissions and exposure. Finally, federal, state, and local agencies must be notified prior to the onset of demolition or construction activities with the potential to release asbestos. Requirements for limiting asbestos emissions from building demolition and renovation activities are specified in South Coast AQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). California Government Code Sections 1529 and 1532.1 provide for exposure limits, exposure monitoring, respiratory protection and good working practice by workers exposed to lead and ACM. Therefore, impacts would be less than significant.

Accidental Release

The use, storage, and transport of hazardous materials and hazardous wastes in compliance with the laws and regulations mentioned above would minimize the potential for releases of hazardous materials that could pose substantial hazards to the public or the environment and would entail prompt containment and cleanup of spills. Residential uses, some civic uses such as schools and parks, and some commercial uses utilize only small amounts of hazardous materials—such as cleansers, paints, fertilizers, and pesticides—and mostly or entirely for cleaning and maintenance purposes. Use of such small amounts of hazardous materials would not pose substantial hazards to the public or the environment through accidental releases. Businesses handling reporting quantities of hazardous or extremely hazardous materials would maintain business plans including: procedures in the event of a hazardous materials release, procedures for immediate notification of all appropriate agencies and personnel, identification of local emergency medical assistance, contact information for company emergency coordinators, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel.

CalARP aims to be proactive and therefore requires businesses to prepare risk management plans, which are detailed engineering analyses of the potential accident factors present at a business and the mitigation measures that can be implemented to reduce this accident potential. The Riverside County Environmental Health Division is the CUPA designated as the administering agency for CalARP. Therefore, impacts would be less than significant.

Pipelines

As noted in Section 5.9.1.3, *Existing Conditions*, Wildomar does not contain any hazardous pipelines that run through the City, and the closest gas transmission pipeline is approximately 2.6 miles south/southeast of the City in Murrieta (DOT 2023). Therefore, impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.9-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.9-1 would be less than significant.

Impact 5.9-2: The City is on a list of hazardous materials sites, but would not create a significant hazard to the public or environment. [Threshold H-4]

As identified in Table 5.9-1, *Hazardous Sites in the City of Wildomar*, a search of the online EnviroStor and GeoTracker databases on October 26, 2023, identified six hazardous materials sites within the City (SWRCB 2023; DTSC 2023). All six sites are designated as either "case closed" or "no action required." Although there are six hazardous waste sites in the City, development on other sites in the City may result in hazardous materials impacts. However, properties contaminated by hazardous substances are regulated at the local, state, and federal level and are subject to compliance with stringent laws and regulations for investigations and remediation. For example, compliance with the CERCLA, RCRA, CCR Title 22, and related requirements would remedy all potential impacts caused by hazardous substance contamination. Additionally, there are several policies in the Proposed General Plan and Safety Element that would ensure impacts as a result of hazardous materials would be reduced. For example, Policy S-76 requires discretionary development projects that will generate hazardous wastes or materials to include detailed information on reduction, recycling, and storage of the hazardous materials. Therefore, buildout of the Proposed General Plan would result in a less than significant impact upon compliance with existing laws and regulations.

Level of Significance Before Mitigation: Impact 5.9-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.9-2 would be less than significant.

Impact 5.9-3: The City is not located in the vicinity of an airport or within the jurisdiction of an airport land use plan. [Threshold H-5]

Airport operations and their accompanying safety hazards require careful land use planning on adjacent and nearby lands to protect the residential and business communities from the potential hazards that could be created by airport operations. Pursuant to Section 21096 of the Public Resources Code, the lead agency must consider whether the project would result in a safety hazard for persons using the airport or for persons residing or working in a project area.

The City of Wildomar is not within the vicinity of any airports or within the jurisdiction of an airport land use plan. Therefore, no impacts would occur.

Level of Significance Before Mitigation: Impact 5.9-3 would have no impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.9-3 would have no impact.

Impact 5.9-4: Project development would not affect the implementation of an emergency responder or evacuation plan. [Threshold H-6]

Regional access to and from Wildomar is limited to I-15. Several arterials in the City funnel traffic to larger arterials and freeways. Several major roadways and transit routes within and adjacent to the City are crossed by one or more disaster prone areas—including Alquist Priolo zones, very high fire hazard severity zones, 100-year flood zones, dam inundation zones, and other hazards (see Figure 5.7-2, *Regional Fault Location Map*; Figure 5.10-3, *FEMA Flood Zones*; 5.10-4, *Dam Inundation Zones*; and 5.20-1, *Fire Severity Zones*). Any of these disasters can cause damage to transportation infrastructure, preventing or impeding access by emergency responders and evacuation by residents.

As indicated in Section 2.32.080, Emergency Plan, of the Wildomar Municipal Code, the Wildomar Disaster Council is responsible for the development of the City's emergency plan, which shall provide the effective mobilization of all the resources of the City, both public and private, to meet any condition constituting a local emergency. Furthermore, the City of Wildomar is covered under its LHMP and EOP which provide strategies to address emergencies in the City.

The City of Wildomar Emergency Services Department strives to promote a secure and resilient City with capabilities required across the whole community to prevent, mitigate, prepare, respond to, and recover from natural and man-made disasters.

The Community Emergency Response Team was placed on hold due to the pandemic. The City anticipates a new emergency response program that will help residents of the community with the skills to respond to an emergency situation (Wildomar 2022). Furthermore, the purpose of Wildomar Municipal Code Chapter 2.32, Disaster Relief, is to provide for the preparation and carrying out of plans for the protection of persons and property within the City in the event of an emergency.

To ensure the effectiveness of emergency planning and hazard mitigation, the local and regional fire department works with an array of community partners. These include utility service providers (water, power, and sanitation), schools, community organizations, residents, and other local entities. Mutual and automatic aid agreements are also maintained with numerous surrounding local, state, and federal agencies to allow for appropriate backup services in case of an emergency, disaster, or other similar event.

Wildomar has also implemented Government Code Section 65302 which requires that the safety element of a general plan address evacuation routes. The CAL FIRE safety element checklist also requires cities to address evacuation routes. During an emergency, CAL FIRE/Riverside County Fire Department would provide emergency services within the City. Future development under the proposed project would be required to comply with applicable fire and building codes to meet minimum standards for fire safety.. In addition, the

Wildomar Safety Element includes information identifying residential developments in hazard areas that do not have at least two emergency evacuation routes, per Senate Bill 99 (2018). According to the Safety Element, the Farm Specific Plan, east of I-15 and south of Bundy Canyon, is within a hazard-prone area that lacks multiple emergency access points. The areas of concern have been identified and with use of the City's EOP and Policies S-97 and S-98, which would aim to correspond citizens with emergency notifications and plans to safely respond to emergencies, the impacts would be reduced to less than significant.

Additionally, implementation of the Safety Element policies would ensure impacts are reduced during an emergency evacuation. For example, Policies S-97 and S-98 aim to maintain a City EOP which includes the National Incident Management System (N.I.M.S.) and to coordinate with local and State Emergency Management agencies using the Standardized Emergency Management System (S.E.M.S.) and N.I.M.S. to facilitate multi-agency emergency response. These policies would ensure adequate communication in the event of an emergency. Therefore, compliance with applicable regulations, and implementation of emergency and evacuation plans as well as the policies in the General Plan would reduce impacts to less than significant.

Level of Significance Before Mitigation: Impact 5.9-4 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.9-4 would be less than significant.

Impact 5.9-5: Portions of the City are in a very high fire hazard severity zones and could expose structures and/or residences to fire hazards. [Threshold H-7]

Wildland fires are uncontrolled fires typically in areas of little to no development, but these fires can spread quickly to the urban/wildland interface where development meets expanses of vegetative fuels. Wildomar is an interface area where a proactive approach to preventing the start and spread of wildland fire is vital to protecting lives and property. As shown on Figure 5.20-1, *Fire Hazard Severity Zones,* the eastern and western portions of the City are within Very High Fire Hazard Severity Zones. Additionally, there is some risk of landslides and flooding, after the occurrence of wildfire.

Although wildfire risks are present in the City, adherence to applicable building practices and the Proposed General Plan and Safety Element policies, such as Policy S-67, which aims to coordinate with the Riverside County Fire Department to implement a long-term fire protection training and education program for the City of Wildomar and its citizens, would reduce impacts. Additionally, implementation of Mitigation Measure HAZ-1, which requires compliance with the 2022 California Building Code and the 2022 California Fire Code (or most recent versions), and Mitigation Measure HAZ-2, which requires that an applicant demonstrate that a project is in compliance with the vegetation management requirements, would ensure that buildout under the Proposed General Plan would be less than significant upon implementation of mitigation measures.

Level of Significance Before Mitigation: Impact 5.9-5 would be potentially significant.

Mitigation Measures

HAZ-1 Prior to the issuance of building permits for all projects, the project applicant/developer shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2022 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2022 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2022 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12 7A; and California Fire Code

HAZ-2 Prior to the issuance of a certificate of occupancy for all projects, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906 and California Government Code Section 51182.

Level of Significance After Mitigation: Impact 5.9-5 would be less than significant.

5.9.5 Cumulative Impacts

The geographic scope of analysis for cumulative hazards and hazardous materials impacts encompasses the entirety of the City of Wildomar. While some impacts relative to hazardous materials are generally site-specific and depend on the nature and extent of the hazardous materials release, other impacts, including the transport of hazardous materials across regional transportation systems and wildfire impacts, have the potential to impact areas outside of the City.

Hazardous Materials

Construction activities for all projects in the County, including within incorporated jurisdictions, would be subject to the same regulatory requirements discussed for the project for compliance with existing hazardous materials regulations, including the management of hazardous materials and spill response within the respective jurisdictions. Cumulative projects that transport, use, store, or dispose of hazardous materials would be required to comply with the same regulations as the proposed project. Entities that use hazardous materials would be required to prepare and implement Hazardous Materials Business Plans that would describe procedures for the safe and legal transportation, storage, use, and disposal of hazardous materials. Based upon these considerations, the cumulative effect of the proposed project's implementation would be less than significant.

Emergency Response and Evacuation

As with the City, other jurisdictions would implement the measures and strategies in applicable EOPs and LHMPs which would ensure that development would not restrict or interfere with the flow of emergency

vehicles or evacuation and would therefore not create a cumulatively considerable effect. While additional traffic volumes are expected under the planning horizon of the Proposed General Plan, the EOP, LHMP and the Safety Element policies would ensure adequate emergency response and evacuation. Based upon these considerations, the cumulative effect of the proposed project's implementation would be less than significant.

Fire Hazards

Cumulative impacts with respect to wildfire are addressed in Section 5.20.

5.9.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.9-1, 5.9-2, 5.9-3, and 5.9-4.

5.9.7 Mitigation Measures

HAZ-1 Prior to the issuance of building permits for all projects, the project applicant/developer shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2022 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2022 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2022 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12 7A; and California Fire Code Chapter 49.

HAZ-2 Prior to the issuance of a certificate of occupancy for all projects, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906 and California Government Code Section 51182.

5.9.8 Level of Significance After Mitigation

Impact 5.9-5

Mitigation Measure HAZ-1 requires compliance with the 2022 California Building Code and the 2022 California Fire Code (or most recent versions), and Mitigation Measure HAZ-2 requires that an applicant demonstrate that a project is in compliance with the vegetation management requirements. Therefore, Mitigation Measures HAZ-1 and HAZ-2 would reduce potential impacts associated with wildfires to a level that is less than significant.

5.9.9 References

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5.10 HYDROLOGY AND WATER QUALITY

This section of the DEIR evaluates the potential impacts of the Proposed General Plan to hydrology and water quality conditions in the City of Wildomar. Hydrology deals with the distribution and movement of water, both on land and underground as well as the impact of human activity on water conditions. Water quality refers to the chemical, physical, and biological characteristics of water based on water quality standards. Surface water includes lakes, rivers, streams, and creeks; groundwater is under the earth's surface. A summary of the relevant regulatory framework and existing conditions is followed by a discussion of potential impacts and cumulative impacts related to implementation of the Proposed General Plan.

FOCAL POINT

Future development projects under the Proposed General Plan would involve ground disturbance during construction that could affect stormwater runoff and water quality and would increase impervious surfaces and increase runoff post-construction. However, compliance with State, regional and local regulations require the implementation of best management practices for stormwater runoff and erosion, including the preparation of project-specific Storm Water Pollution Prevention Plans for construction and Water Quality Management Plans for post-construction, would reduce impacts to water quality and the storm drainage infrastructure. The determined increase in groundwater pumping needed for buildout of the Proposed General Plan would not exceed the safe yield pumping rate for the groundwater basin, and the Proposed General Plan would not interfere with groundwater recharge. Although there are areas of the City subject to flooding, the City's Municipal Code contains requirements pertaining to construction in flood hazard areas that reduce potential impacts from flooding or the release of pollutants due to flooding. In addition, the Proposed General Plan includes policies related to drainage, water quality, and flood control that would contribute to minimizing impacts on hydrology and water quality. Impacts to hydrology and water quality with implementation of the Proposed General Plan would be less than significant.

5.10.1 Environmental Setting

5.10.1.1 REGULATORY BACKGROUND

Federal Regulations

Clean Water Act

The United States Environmental Protection Agency (EPA) is the lead federal agency responsible for water quality management and the Clean Water Act (CWA) is the principal statute governing water quality. It establishes the basic structure for regulating discharges of pollutants into the waters of the United States and gives the EPA authority to implement pollution control programs. In California, the authority is delegated to the State Water Resources Control Board (SWRCB) and Regional Water Quality Control Boards (RWQCB).

The CWA regulates direct and indirect discharge of pollutants; sets water quality standards for all contaminants in surface waters; and makes it unlawful for any person to discharge any pollutant from a point source into navigable waters unless a permit is obtained under its provisions. The CWA mandates permits for

wastewater and stormwater discharges; requires states to establish site-specific water quality standards; and regulates other activities that affect water quality, such as dredging and the filling of wetlands. The CWA also provides loans for the construction of wastewater treatment plants as well as nonpoint source pollution control and estuary protection projects through the Clean Water State Revolving Fund.

Permits to dredge or fill waters of the United States are administered by the United States Army Corps of Engineers (USACE) under Section 404 of the CWA. "Waters of the United States" are defined as territorial seas and traditional navigable waters, perennial and intermittent tributaries to those waters, lakes and ponds and impoundments of jurisdictional waters, and wetlands that have a surface connection with and are adjacent to jurisdictional waters. The regulatory branch of the USACE is responsible for implementing and enforcing Section 404 of the CWA and issuing permits. Any activity that discharges fill material and/or requires excavation in waters of the United States must obtain a Section 404 permit. Before issuing the permit, the USACE requires that an analysis be conducted to demonstrate that the proposed project is the least environmentally damaging alternative. Also, the USACE must comply with the National Environmental Policy Act (NEPA) before it can issue an individual Section 404 permit.

Under Section 401 of the CWA, every applicant for a Section 404 permit that may result in a discharge to a water body must first obtain State Water Quality Certification that the proposed activity will comply with State water quality standards. Certifications are issued in conjunction with USACE Section 404 permits for dredge and fill discharges. In addition, an application for Individual Water Quality Certification and/or Waste Discharge Requirements must be submitted for any activity that would result in the placement of dredged or fill material in waters of the State that are not jurisdictional to the USACE, such as isolated wetlands, to ensure that the proposed activity complies with State water quality standards. In California, the authority to grant water quality certification or waive the requirement is delegated by the SWRCB to its nine RWQCBs.

Under federal law, the EPA has published water quality regulations under Volume 40 of the Code of Federal Regulations (CFR). Section 303 of the CWA requires states to adopt water quality standards for all surface waters of the United States. As defined by the CWA, water quality standards consist of two elements: (1) designated beneficial uses of the water body in question and (2) criteria that protect the designated uses. Section 304(a) requires the EPA to publish advisory water quality criteria that accurately reflect the latest scientific knowledge on the kind and extent of all effects on health and welfare that may be expected from the presence of pollutants in water. Where multiple uses exist, water quality standards must protect the most sensitive use. In California, the EPA has delegated authority to the SWRCB and its RWQCBs to identify beneficial uses and adopt applicable water quality objectives.

When water quality does not meet CWA standards and compromises designated beneficial uses of a receiving water body, Section 303(d) of the CWA requires that water body be identified and listed as "impaired." Once a water body has been designated as impaired, a Total Maximum Daily Load (TMDL) must be developed for the impairing pollutant(s). A TMDL is an estimate of the total load of pollutants from point, nonpoint, and natural sources that a water body may receive without exceeding applicable water quality standards, with a factor of safety included. Once established, the TMDL allocates the loads among current and future pollutant sources to the water body.

National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) permit program was established by the CWA to regulate municipal and industrial discharges to surface waters of the United States, including discharges from municipal separate storm sewer systems (MS4). Federal NPDES permit regulations have been established for broad categories of discharges, including point-source municipal waste discharges and nonpoint-source stormwater runoff. NPDES permits generally identify effluent and receiving water limits on allowable concentrations and/or mass emissions of pollutants in the discharge; prohibitions on discharges not specifically allowed under the permit; and provisions that describe required actions by the discharger, including industrial pretreatment, pollution prevention, self-monitoring, and other activities. Under the NPDES Program, all facilities that discharge pollutants into waters of the United States are required to obtain a NPDES permit. Requirements for stormwater discharges are also regulated under the NPDES permit program. In California, the NPDES permit program is administered by the SWRCB through the nine RWQCBs.

Under the MS4 Permit, the co-permittees use their planning authorities to include appropriate source control, site design, and stormwater treatment measures in new development and redevelopment projects to address both soluble and insoluble stormwater runoff pollutant discharges and prevent increases in runoff flows from new development and redevelopment projects. This goal is accomplished primarily through the implementation of low impact development techniques. In addition, all priority projects must comply with the hydromodification requirements specified in the MS4 permit unless exempt. These requirements include implementing stormwater control measures such that post-project runoff flow rates and durations must not exceed pre-project runoff flow rates and durations by more than 10 percent for the 2-year runoff event up to the 10-year runoff event.

Federal Urban Flooding Awareness Act

Under the Urban Flooding Awareness Act of 2015, the Federal Emergency Management Agency (FEMA) and the National Academy of Sciences will conduct a study on urban flooding. It defines "urban flooding" as the inundation of property in a built environment, particularly in more densely populated areas, caused by rain falling on increased amounts of impervious surface and overwhelming the capacity of drainage systems. The bill directs FEMA and the National Academy of Sciences to evaluate the latest research, laws, regulations, policies, best practices, procedures, and institutional knowledge regarding urban flooding. The findings from this assessment will direct future federal policies on identifying, preventing, and mitigating urban flooding.

National Flood Insurance Program

FEMA administers the National Flood Insurance Program (NFIP) to provide subsidized flood insurance to communities that comply with FEMA regulations limiting development in floodplains. FEMA also issues Flood Insurance Rate Maps (FIRMs) that identify which land areas are subject to flooding. These maps provide flood information and identify flood hazard zones in the community. The design standard for flood protection is established by FEMA. FEMA's minimum level of flood protection for new development is the 100-year flood event, also described as a flood that has a 1-in-100 chance of occurring in any given year.

As required by the FEMA regulations, all development constructed within the 100-year floodplain (as delineated on the FIRM) must be elevated so that the lowest floor is at or above the base flood elevation level. The term "development" is defined by FEMA as any human-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials. Per these regulations, if development in these areas occurs, a hydrologic and hydraulic analysis must be performed prior to the start of development and must demonstrate that the development does not cause any rise in base flood elevation levels, because no rise is permitted within regulatory floodways. Upon completion of any development that changes existing Special Flood Hazard Area boundaries, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision, as soon as practicable, but not later than six months after such data become available.

Fish and Wildlife Coordination Act

The Fish and Wildlife Coordination Act provides the basic authority for the United States Fish and Wildlife Service (USFWS) to evaluate impacts to fish and wildlife from proposed water resource development projects. This act requires that all federal agencies consult with the USFWS, the National Marine Fisheries Service, and state wildlife agencies (*i.e.*, the California Department of Fish and Wildlife or CDFW) for activities that affect, control, or modify waters of any stream or bodies of water. Under this act, the USFWS has responsibility for reviewing and commenting on all water resources projects. For example, it would provide consultation to the USACE prior to issuance of a Section 404 permit.

If a project may result in the "incidental take" of a listed species, an incidental take permit is required. An incidental take permit allows a developer to proceed with an activity that is legal in all other respects but that results in the "incidental taking" of a listed species. A habitat conservation plan must also accompany an application for an incidental take permit. The purpose of a habitat conservation plan is to ensure that the effects of the permitted action on listed species are adequately minimized and mitigated.

State Regulations

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Act (Water Code Sections 13000 et seq.) is the basic water quality control law for California. This act established the SWRCB and divided the state into nine regional basins, each under the jurisdiction of an RWQCB. The SWRCB is the primary State agency responsible for the protection of California's water quality and groundwater supplies. The RWQCBs carry out the regulation, protection, and administration of water quality in each region. Each regional board is required to adopt a water quality control plan or basin plan that recognizes and reflects the regional differences in existing water quality, the beneficial uses of the region's ground and surface water, and local water quality conditions and problems.

Although Wildomar is within the boundaries of two RWQCBs, an agreement has been reached between the City and the two RWQCBs that the San Diego RWQCB (Region 9) will have primary jurisdiction within the City for all stormwater and water quality issues. However, any project that discharges stormwater from the northern portion of the City that flows into the Santa Ana River Watershed and ultimately into Lake Elsinore

may be required to meet requirements issued by the Santa Ana RWQCB to ensure compliance with the Lake Elsinore-Canyon Lake TMDLs

The Porter-Cologne Act also authorizes the SWRCB and RWQCBs to issue and enforce waste discharge requirements, NPDES permits, Section 401 water quality certifications, or other approvals. Other State agencies with jurisdiction over water quality regulation in California include the California Department of Water Resources, the SWRCB's Division of Drinking Water, the CDFW, and the Department of Toxic Substances Control.

State Water Resources Control Board

Regional authority for planning, permitting, and enforcement is delegated to the nine RWQCBs. Regional boundaries are based on watersheds and water quality requirements which are based on the unique differences in climate, topography, geology, and hydrology for each watershed. Each RWQCB makes water quality decisions for its region, including setting standards, issuing waste discharge requirements, determining compliance with these requirements, and taking appropriate enforcement actions. The regional boards are required to formulate and adopt water quality control plans for all areas in the region and establish water quality objectives in the plans.

Although the City of Wildomar is within the boundaries of two RWQCBs, the San Diego RWQCB (Region 9) has primary jurisdiction for compliance with the MS4 permit and other water-quality related issues within the City. However, any project that discharges stormwater from the northern portion of the City that flows into the Santa Ana River Watershed and ultimately into Lake Elsinore must address the Santa Ana RWQCB's requirements to ensure compliance with the Lake Elsinore-Canyon Lake TMDLs.

SWRCB General Construction Permit

Construction activities that disturb one or more acres of land that could impact hydrologic resources must comply with the requirements of the newly reissued SWRCB Construction General Permit (Order WQ 2022-0057-DWQ), which became effective on September 1, 2023. Under the terms of the permit, applicants must file Permit Registration Documents (PRD) with the SWRCB prior to the start of construction. The PRDs include a Notice of Intent, risk assessment, site map, Storm Water Pollution Prevention Plan (SWPPP), annual fee, and a signed certification statement. The PRDs are submitted electronically to the SWRCB via the Stormwater Multiple Application and Report Tracking System (SMARTS) website.

Applicants must also demonstrate conformance with applicable best management practices (BMP) and prepare a SWPPP containing a site map that shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project site. The SWPPP must list BMPs that will be implemented to prevent soil erosion and discharge of other construction-related pollutants that could contaminate nearby water resources. Additionally, the SWPPP must contain a visual monitoring program, a sampling program to ensure compliance with water quality standards, and on-site collection of samples and inspection of BMPs during a qualifying precipitation event.

The City of Wildomar also requires submission of a Construction Runoff Management Plan for all construction projects that identifies BMPs to be used during the construction phase of projects to protect natural hydrologic features, riparian buffers and corridors, and stormwater retention and reduction (Wildomar 2024a).

SWRCB Board General Industrial Permit

The Statewide General permit for Storm Water Discharges Associated with Industrial Activities, Order No. 2014-0057-DWQ and amended by 2015-0122-DWQ (2018), implements the federally required stormwater regulations in California for stormwater associated with industrial activities that discharge to waters of the United States. This regulation covers facilities that are required by federal regulations or by the RWQCBs to obtain an NPDES permit. Dischargers are required to eliminate nonstorm water discharges, develop SWPPPs that include BMPs, conduct monitoring of stormwater runoff, and submit all compliance documents via the SWRCB's SMARTS program.

SWRCB Trash Amendments

On April 7, 2015, the SWRCB adopted an amendment to the Water Quality Control Plan for Ocean Waters of California to control trash and Part 1, Trash Provisions, of the Water Quality Control Plan for Inland Surface Waters, Enclosed Bays, and Estuaries of California. They are collectively referred to as "the Trash Amendments." The Trash Amendments apply to all surface waters of California and include a land-use-based compliance approach to focus trash controls on areas with high trash-generation rates. Areas such as high density residential, industrial, commercial, mixed urban, and public transportation stations are considered priority land uses. There are two compliance tracks for Phase I and Phase II MS4 permittees:

- **Track 1.** Permittees must install, operate, and maintain a network of certified full capture systems in storm drains that capture runoff from priority land uses.
- **Track 2.** Permittees must implement a plan with a combination of full capture systems, multi-benefit projects, institutional controls, and/or other treatment methods that have the same effectiveness as Track 1 methods.

The Trash Amendments provide a framework for permittees to implement their provisions. Full compliance must occur within 10 years of the permit, and permittees must also meet interim milestones such as average load reductions of 10 percent per year. The amendment mandates that the City needs to install certified full trash capture systems in all City applicable storm drain infrastructure by December 2, 2030 (SWRCB 2023).

California Department of Fish and Wildlife

The CDFW protects streams, water bodies, and riparian corridors through the streambed alteration agreement process under Sections 1600 to 1616 of the California Fish and Game Code. The Fish and Game Code stipulates that it is "unlawful to substantially divert or obstruct the natural flow or substantially change the bed, channel or bank of any river, stream or lake" without notifying the CDFW, incorporating necessary

mitigation, and obtaining a streambed alteration agreement. CDFW's jurisdiction extends to the top of banks and often includes the outer edge of riparian vegetation.

Sustainable Groundwater Management Act of 2014

In the midst of a major drought in 2014, a three-bill legislative package consisting of Assembly Bill (AB) 1739, Senate Bill (SB) 1168, and SB 1319, collectively known as the Sustainable Groundwater Management Act (SGMA), was signed into law on September 16, 2014 (DWR 2023a). The Governor's signing message states "a central feature of these bills is the recognition that groundwater management in California is best accomplished locally." Under SGMA, in groundwater basins that are designated as medium and high priority, local public agencies and groundwater sustainability agencies (GSAs) must assess conditions in their local groundwater basins and then prepare groundwater sustainability plans (GSPs).

California Water Code Section 13751: Water Wells

Section 13751 of the Water Code requires a Well Completion Report from each person who digs, bores, or drills a water well, cathodic protection well, groundwater monitoring well, or geothermal heat exchange well or abandons or modifies an existing well. The report must be filed with the California Department of Water Resources (DWR) within 60 days of the date that construction, alteration, abandonment, or destruction of a well is completed (DWR 2023b). Completed reports are sent to and maintained at the DWR regional office that serves the area where the well is located.

Water Conservation in Landscaping Act of 2006

The Water Conservation in Landscaping Act includes the State of California's Model Water Efficient Landscape Ordinance (MWELO), which requires cities and counties to adopt landscape water conservation ordinances. The MWELO was revised in July 2015 via Executive Order B-29-15 to address the ongoing drought and build resiliency for future droughts. State law requires all land use agencies, which includes cities and counties, to adopt an ordinance that is at least as efficient as the MWELO.

The 2015 revisions to the MWELO promote water conservation in the landscaping sector by promoting efficient landscapes in new developments and retrofitted landscapes. The revisions increase water efficiency by requiring more efficient irrigation systems, incentives for grey water usage, improvements in on-site stormwater capture, and limiting the portion of landscapes that can be covered in high-water-use plants and turf. New development projects that include landscape areas of 2,500 square feet or more are subject to the MWELO. This applies to residential, commercial, industrial, and institutional projects that require a permit, plan check, or design review. Wildomar Municipal Code Chapter 17.276, Water-Efficient Landscapes, adopts these requirements.

Regional Regulations

San Diego RWQCB

Wildomar lies within the boundaries of two different RWQCBs: Santa Ana RWQCB (Region 8) and San Diego RWQCB (Region 9). However, pursuant to California Water Code section 13228, the City submitted a

written request that one RWQCB be designated to regulate its Phase I Municipal Separate Storm Sewer System (MS4) discharges. In 2015, the two RWQCBs entered an agreement that Wildomar would be regulated by the San Diego RWQCB, including the parts of the City within the Santa Ana RWQCB boundaries. Therefore, the City is subject to the waste discharge requirements for the MS4 Permit (Order No. R9-2013-0001, as amended by Order Nos. R9-2015-0001 and R9-2015-0100, and NPDES Permit No. CAS0109266) and issued by the San Diego RWQCB.

The San Diego RWQCB addresses regionwide water quality issues through the creation and triennial update of the "Water Quality Control Plan for the San Diego Basin" (Region 9 Basin Plan), which was adopted in 1995 and most recently amended in September 2021 (RWQCB 2021). This Basin Plan designates beneficial uses of the State waters in Region 9; describes the water quality that must be maintained to support such uses; and provides programs, projects, and other actions necessary to achieve the standards in the Region 9 Basin Plan. The southern part of the City is within the Santa Margarita River Watershed (see Figure 5.10-1, *Watersheds)*.

Santa Ana RWQCB

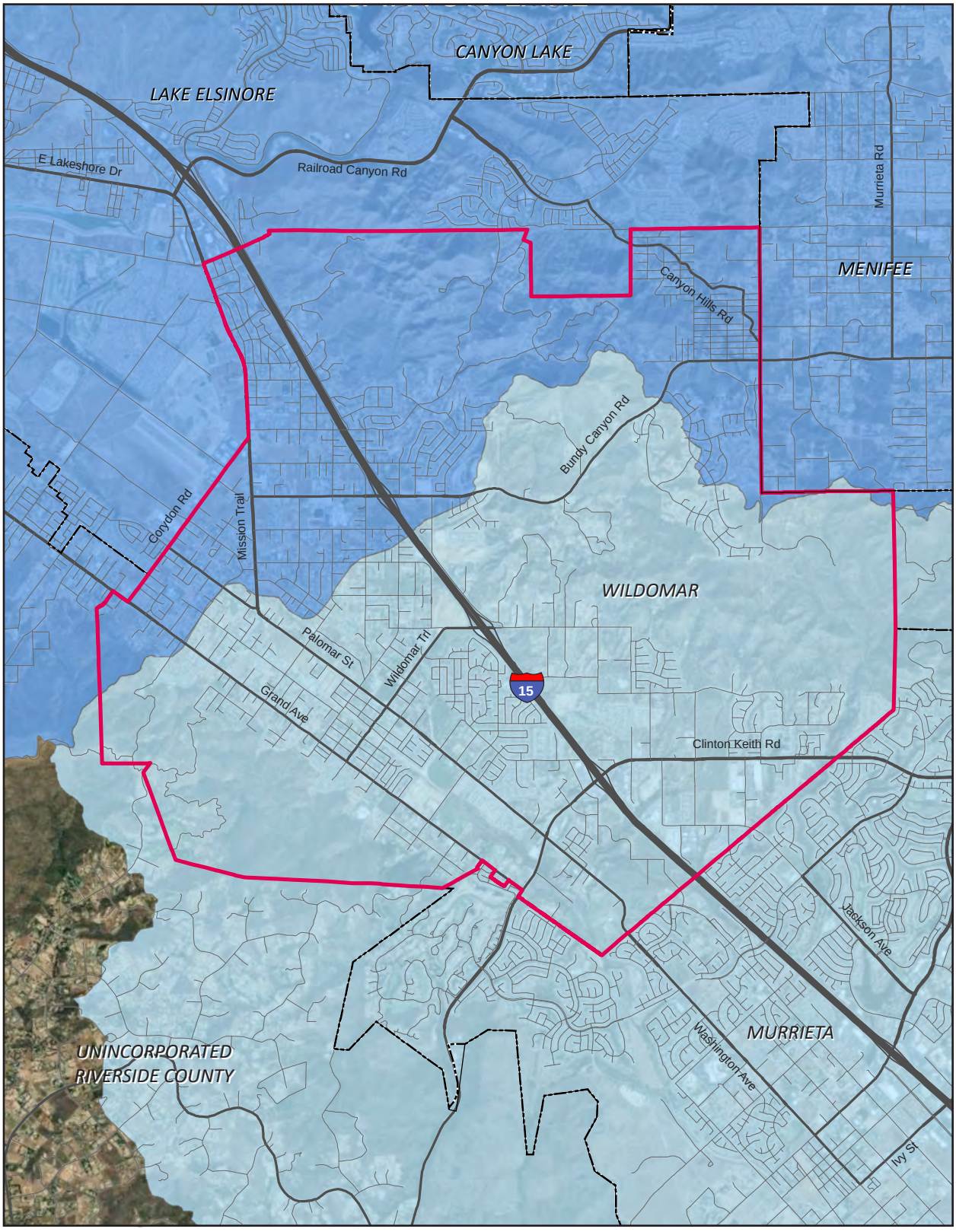
The northern portion of Wildomar is within the Santa Ana River Watershed (see Figure 5.10-1, *Watersheds)*. New projects that generate stormwater in this portion of the City that drains north into the Santa Ana River Watershed with ultimate discharge into Lake Elsinore are subject to some restrictions issued by the Santa Ana RWQCB (Region 8). To minimize nutrient loading and eutrophication in Lake Elsinore, project applicants within the Lake Elsinore subwatershed of the Santa Ana River Watershed need to obtain a waiver for mitigation volume from the Santa Ana RWQCB prior to the issuance of grading permits by the City.

Regional MS4 Permit

The MS4 Permit issued by the San Diego RWQCB lists the City of Wildomar as one of the permittees (Order No. R9-2013-0001, last amended in 2015, and NPDES Permit No. CAS0109266). The San Diego RWQCB's authority under the MS4 permit extends to all properties within the City of Wildomar, including the northern areas of the City that are within the Santa Ana River Watershed. However, the City must comply with the Lake Elsinore-Canyon Lake TMDLs issued by the Santa Ana RWQCB, which impacts projects in the northern portion of the City that discharge stormwater that drains north into the Santa Ana River Watershed. As discussed above, new project applicants in this portion of the City must obtain a waiver for mitigation volume from the Santa Ana RWQCB prior to the issuance of grading permits by the City.

All new development projects that create 10,000 square feet or more of impervious surfaces and all redevelopment projects that create and/or replace 5,000 square feet or more of impervious surfaces are considered to be priority projects and are required to prepare a WQMP. In addition, all priority projects that do not meet exemption criteria must comply with the hydromodification requirements specified in the MS4 permit. These requirements include implementing stormwater control measures such that post-project runoff flow rates and durations must not exceed pre-project runoff flow rates and durations by more than 10 percent for the 2-year runoff event up to the 10-year runoff event

Figure 5.10-1 - Watersheds



Source: Generated using ArcMap 2024.

All priority projects must implement site design, source control, and stormwater treatment BMPs. The treatment control BMPs should be properly selected, designed, inspected, and maintained to ensure that the design capture volume (DCV) is captured on-site. Low-impact development (LID) methods are the primary mechanisms for implementing such controls. The City has prepared a template for water quality management plans (WQMP) and a checklist for identifying priority projects and submittal requirements to assist developers in properly designing and sizing BMPs for new development and redevelopment projects.

Riverside County Flood Control and Water Conservation District

The Riverside County Flood Control and Water Conservation District (RCFCWCD) is the regional drainage authority for the western portion of Riverside County. The RCFCWCD was created to keep residents safe from flood hazards and enforces regulations pertaining to stormwater drainage and new development, floodplains, construction of flood control structures and facilities, flood warning and early detection, and maintenance and operation of completed structures (RCFCWCD 2023). The RCFCWD publishes design standards for storm drains and related stormwater infrastructure throughout the County.

RCFCWCD Master Drainage Plans and Area Drainage Plans

The RCFCWCD addresses existing and future drainage needs within its watershed limits with Master Drainage Plans (MDP). The MDPs are prepared to resolve flooding issues within a community and provide cost estimates for improvements to channels, storm drains, levees, basins, dams, wetlands or any conveyance system capable of relieving flooding impacts (RCFCWCD 2023). Wildomar is within the following MDP areas: Wildomar Area, Sedco Area, and Murrieta Creek Area (RCFCWCD 2024).

The RCFCWCD creates area drainage plans as a financial mechanism to offset taxpayer costs for proposed drainage facility improvements. These fees are imposed on new development within each plan area. The area drainage plan is similar to the MDP but with additional information to support costs and distribution of fees within the plan area. Wildomar is within the following area drainage plan areas: Murrieta Creek/Wildomar Valley and Murrieta Creek/Murrieta Valley.

RCFCWCD Stormwater and Water Conservation Tracking Tool

The RCFCWCD developed an online geodatabase to support stormwater management tracking for co-permittees of the Regional MS4 permit (Riverside County 2024a). The Stormwater and Water Conservation Tracking Tool shows the locations of stormwater infrastructure throughout the County, including storm drains, detention and retention basins, dams, debris basins, levees, spreading grounds, areas exempt from hydromodification, proposed new facilities, and hydrological units and flood plain data.

Riverside County LID BMP Handbooks

The RCFCWCD developed the LID BMP Handbook for Riverside County development projects (Riverside County 2024b). The LID BMP Handbook supplements information provided in the WQMP prepared for each watershed in Riverside County. Guidance for BMP selection, design, and maintenance is provided in the LID BMP Handbook. Sizing calculation methodologies for the Santa Ana River and Santa Margarita River

Watersheds are provided in the LID BMP Handbooks for capturing runoff generated from an 85th percentile, 24-hour storm event (RCFCWCD 2011, 2018).

Integrated Regional Water Management Plan for the Santa Ana River Watershed

In 2018, an Integrated Regional Water Management Plan (IRWM Plan) was prepared for the Santa Ana River Watershed—"One Water One Watershed" (SAWPA 2019). The City of Wildomar was a stakeholder in the IRWM planning process. The IRWM Plan is a guide for long range improvements in watershed sustainability, resilience, and quality of life through collaborative watershed planning, water and land management and project implementation (SAWPA 2019). The IRWM Plan provides guiding principles, goals, and planning targets for long term watershed management.

Upper Santa Margarita Watershed Integrated Regional Water Management Plan

An IRWM Plan for the Upper Santa Margarita Watershed was prepared in 2014 by RCFCWCD, Riverside County, the Rancho California Water District, and a stakeholder advisory committee (RCFCWCD 2014). The City of Wildomar was also a stakeholder in the Upper Santa Margarita Watershed IRWM planning process. The IRWM Plan for the Upper Santa Margarita Watershed enhanced the region's collaboration to ensure sustainable water supply and water efficiency; protect and ensure water quality; improve outreach to disadvantaged communities and tribal stakeholders; and update and refine the region's needs, goals, and objectives (RCFCWCD 2014).

Santa Margarita Watershed Water Quality Improvement Plan

Agencies involved in the development of the Santa Margarita Water Quality Improvement Plan (WQIP) include the California Department of Transportation, Riverside County, RCFCWCD, San Diego County, and cities in Riverside County, including the City of Wildomar. The WQIP is a requirement of updated stormwater regulations adopted by the Regional MS4 Permit. The ultimate goal of the WQIP is to protect, preserve, enhance, and restore water quality of receiving water bodies. The highest priority water quality condition is excessive nutrients in water bodies due to stormwater runoff, which causes algae growth and stress to aquatic organisms due to a lack of oxygen. The Middle Santa Margarita River subwatershed, which includes the City of Wildomar, has adopted an alternative approach to traditional TMDLs with the goal of reducing dry weather stormwater flow volumes to address nutrient loading and eutrophication in the Santa Margarita River Estuary. . Receiving water bodies are assessed and monitored through water sampling programs during dry and wet weather conditions. MS4 outfalls are also monitored to ensure that pollutants in stormwater discharge are reduced to the maximum extent possible (Riverside County 2024). According to the latest Annual Report, the permittees in the Middle Santa Margarita River Subwatershed have met their interim goal with a reduction in loadings of nutrients (nitrogen and phosphorus) at the receiving water outfall.

Elsinore Valley Subbasin Groundwater Sustainability Plan

As a requirement of SGMA, high and medium priority basins must create and implement groundwater sustainability plans. Because the Elsinore Valley Groundwater Subbasin is designated a medium priority basin, a GSP was prepared in 2022 and approved by DWR in October 2023. The Elsinore Valley Municipal Water

District (EVMWD) is the single GSA for this basin. The GSP describes current and historical groundwater conditions, prepares a water budget, establishes sustainable yield criteria and a groundwater monitoring network, and develops management programs to ensure that the basin will meet its sustainability goals (DWR 2023c). Some of the specific project management actions for the Elsinore Valley Subbasin include groundwater well replacement, managed groundwater pumping with recharge, and septic tank conversions (EVMWD 2021a).

Local Regulations

City of Wildomar Jurisdictional Runoff Management Program

The Jurisdictional Runoff Management Plan (JRMP) gives an overview of the runoff management programs and activities that have been implemented by the City to comply with the requirements of the Regional MS4 Permit. The JRMP describes the LID measures, BMPs and compliance procedures implemented by the City as well as ordinances, plans, policies, and procedures to manage stormwater runoff (Wildomar 2023). Each project application for new development or redevelopment is reviewed by the City's Public Works/Engineering Department to determine if a proposed project is a priority development which requires a project-specific WQMP. Project-specific WQMPs would include LID BMPs and identify entities responsible for BMP implementation and maintenance and funding mechanisms (Wildomar 2023).

The main MS4 facilities owned and operated by the City and regulated under the Regional MS4 Permit consist of underground storm drains, open channels, and streets; additional MS4 facilities and discharges are owned and operated by RCFCWCD (Wildomar 2023). The main receiving waters downstream of the City of Wildomar's jurisdiction include Lake Elsinore, Murrieta Creek, Santa Margarita River, and Santa Margarita Lagoon.

City of Wildomar WQMP Template

The City provides a WQMP template for preparing project-specific WQMPs for priority development projects in Wildomar (Wildomar 2024). The WQMP template is a step-by-step guide to ensure priority development projects meet the Regional MS4 Permit requirements in the Santa Margarita River Watershed. The WQMP template includes site plans, hydromodification requirements, identification of receiving water bodies and designated beneficial uses, additional permits/approvals needed for the project, and LID BMP information. Section G of the WQMP template includes a methodology for implementing Trash Capture BMPs

City of Wildomar Master Drainage Plan

The 2019 Master Drainage Plan was developed to identify local flood control facilities that are required to meet the RCFCWCD flood control protection criteria (Wildomar 2019). The RCFWCD flood control criteria state that stormwater runoff must be controlled for the 10-year storm event within street curbing and runoff and for the 100-year storm event within the street rights-of-way. The City was divided into four drainage regions: Region A in the north; Region S (Sedco) in the northwest (Sedco); Region W (Wildomar) in the central part of the City; and Region M (Murietta) in the south. Each region was further divided into

subregions. The maps in the Master Drainage Plan show the stormwater infrastructure for each region and subregion and identify existing RCFWCD facilities and City-maintained facilities. Stormwater flow rates were modeled to determine if the existing infrastructure meets the RCFWCD storm drain facility criteria, and costs to expand and upgrade storm drains or channels in each subregion are included in the report. The Master Drainage Plan also addresses financing sources for the storm drain improvements. The plan acts as an implementation guide for the City and future developers.

City of Wildomar Local Hazard Mitigation Plan

The purpose of hazard mitigation planning is to reduce the loss of life and property by minimizing the impact of disasters. The City of Wildomar Local Hazard Mitigation Plan (LHMP), updated in 2022, in accordance with the federal Disaster Mitigation Act of 2000, provides an assessment of natural hazards in the City and a set of actions to reduce or alleviate the loss of life, personal injury, and property damage from fire hazards, flooding, dam inundation and other hazard scenarios. The LHMP was reviewed and approved by the FEMA in April 2023 in order for the City to maintain eligibility for disaster relief funding.

City of Wildomar Municipal Code

The Municipal Code includes various directives that pertain to hydrology and water quality. Most provisions are found in Title 13, Public Services; Title 15, Building and Construction; Title 16, Subdivisions; and Title 17, Zoning.

- Chapter 13.12, Stormwater Drainage System Protection, contains provisions to reduce pollutants in stormwater discharge, regulate illicit connections and discharges to the storm drain system, and regulate non-stormwater discharges to the storm drain system. It is consistent with the requirements of State regulations and the MS4 permit.

- Chapter 13.20, Water Wells, provides the standards for the construction, rehabilitation, abandonment, and destruction of wells and requires permits to be obtained from the Riverside County Department of Environmental Health.

- Chapter 15.96, Flood Hazard Area Regulations, regulates development in flood hazard areas to protect public health, safety, and welfare and minimize public and private costs caused by flooding.

- Chapter 16.12.110, Flood Protection Study Fee, states that upon submittal of a tentative map to the Planning Director, a flood protection study fee shall be paid, which is given to the RCFCWCD or the flood control district that performs the flood protection study. This regulation complies with the requirements of the NFIP and requires submittal of a permit application and fee. All new construction and substantial improvements must have the lowest floor elevated to or above the base flood level or be designed so that the structure is watertight with impermeable wall and structural components that resist hydrostatic and hydrodynamic loads and the effects of buoyancy.

- Chapter 16.32, Flood Control and Drainage, describes the drainage fees that are required to be paid with the construction of a subdivision within an area drainage plan, with the fees paid to the RCFCWCD. The

chapter also establishes design requirements for the construction of drainage facilities within a subdivision that must be approved by the RCFCWCD. The City also imposes separate drainage fees to fund improvements identified in the 2019 Wildomar Master Drainage Plan, based on the type of development and amount of impervious surfaces.

- Chapter 17.276, Water-Efficient Landscapes, adopts the State MWELO and applies to new landscapes or rehabilitation projects with an area equal or greater than 2,500 square feet. A landscape documentation package, which includes a landscape design plan, soil management plan, irrigation design plan, and water use calculations must be submitted to the City for review and approval prior to the issuance of permits to install or construct landscape improvements.

5.10.1.2 EXISTING CONDITIONS

Topography and Climate

Wildomar has a desert climate with arid, hot summers and mild winters. The mean annual precipitation is 12 inches per year, with most of the rainfall occurring between the months of October and April (WRCC 2024).

Regional and Local Hydrology

The northwestern portion of Wildomar is within the Santa Ana River Watershed, which encompasses approximately 2,650 square miles and includes much of Orange County, the northwestern portion of Riverside County, the southwestern portion of San Bernardino County, and a small portion of Los Angeles County. Water features within the Santa Ana River Watershed include the San Jacinto River, Lake Elsinore, Temescal Creek, and the Santa Ana River. The stormwater runoff in the northwestern portion of the City flows northwest to Lake Elsinore.

The central and southern portions of the City are in the Santa Margarita Watershed, which encompasses a land area of roughly 750 square miles in northern San Diego and southwestern Riverside Counties. About 200 square miles, or 27 percent, is in San Diego County. Stormwater runoff in the central and southern portions of the City flows to Wildomar Channel/Murrieta Creek and ultimately to the Santa Margarita River and the Pacific Ocean. The two watersheds are shown on Figure 5.10-1*, Watersheds*.

The City's stormwater infrastructure consists of a combination of drainage channels, storm drains, detention and debris basins, and creeks (Wildomar 2019). Drainage criteria for the City are that runoff for a 10-year storm event must be contained within street curbing and for a 100-year storm event within the street rights-of-way. The City's drainage system is divided into four regions based on the boundaries established by drainage master plans prepared by RCFCWCD and the City of Wildomar. Deficiencies in stormwater infrastructure and prioritization of improvement projects and cost estimates are provided in the City's Master Drainage Plan, as updated by the Development Impact Fee Study (2021), and implemented through the City's CIP program.

The SWRCB, as the implementing agency for the Trash Amendments, mandates that all MS4 permittees, which includes the City of Wildomar, must install certified trash treatment control systems on all catch basins no later than December 2, 2030.

Groundwater Basins

The City of Wildomar is in the Elsinore Valley Groundwater Subbasin and the Temecula Valley Groundwater Subbasin, as shown on Figure 5.10-2*, Groundwater Subbasins*. The Elsinore Valley Subbasin is approximately 23,600 acres and is bounded by the Willard fault and Santa Ana and Elsinore Mountains to the southwest; the Temescal Subbasin on the northwest; and non-water-bearing rocks of the Peninsular Ranges on the northeast (EVMWD 2011). General groundwater flow direction is to the southeast due to groundwater extraction in the Lake Elsinore area of the subbasin (EVMWD 2021b). The Elsinore Valley Subbasin is a medium priority basin and is regulated under SGMA (DWR 2023c). As previously stated, the Elsinore Valley GSA consists solely of EVMWD. The GSP was approved by DWR in October 2023.

The Temecula Valley Subbasin is designated as a very low priority basin and therefore is not regulated under SGMA (DWR 2023c). The subbasin underlies southwestern Riverside County and northern San Diego County and is bounded by non-water-bearing rocks of the Peninsular Ranges. The total surface area of the Temecula Valley Subbasin is approximately 87,800 acres, and groundwater flows to the southeast in the area of Wildomar (DWR 2004). The Rancho California Water District manages and pumps from the Temecula Valley Subbasin but is not a water purveyor for Wildomar.

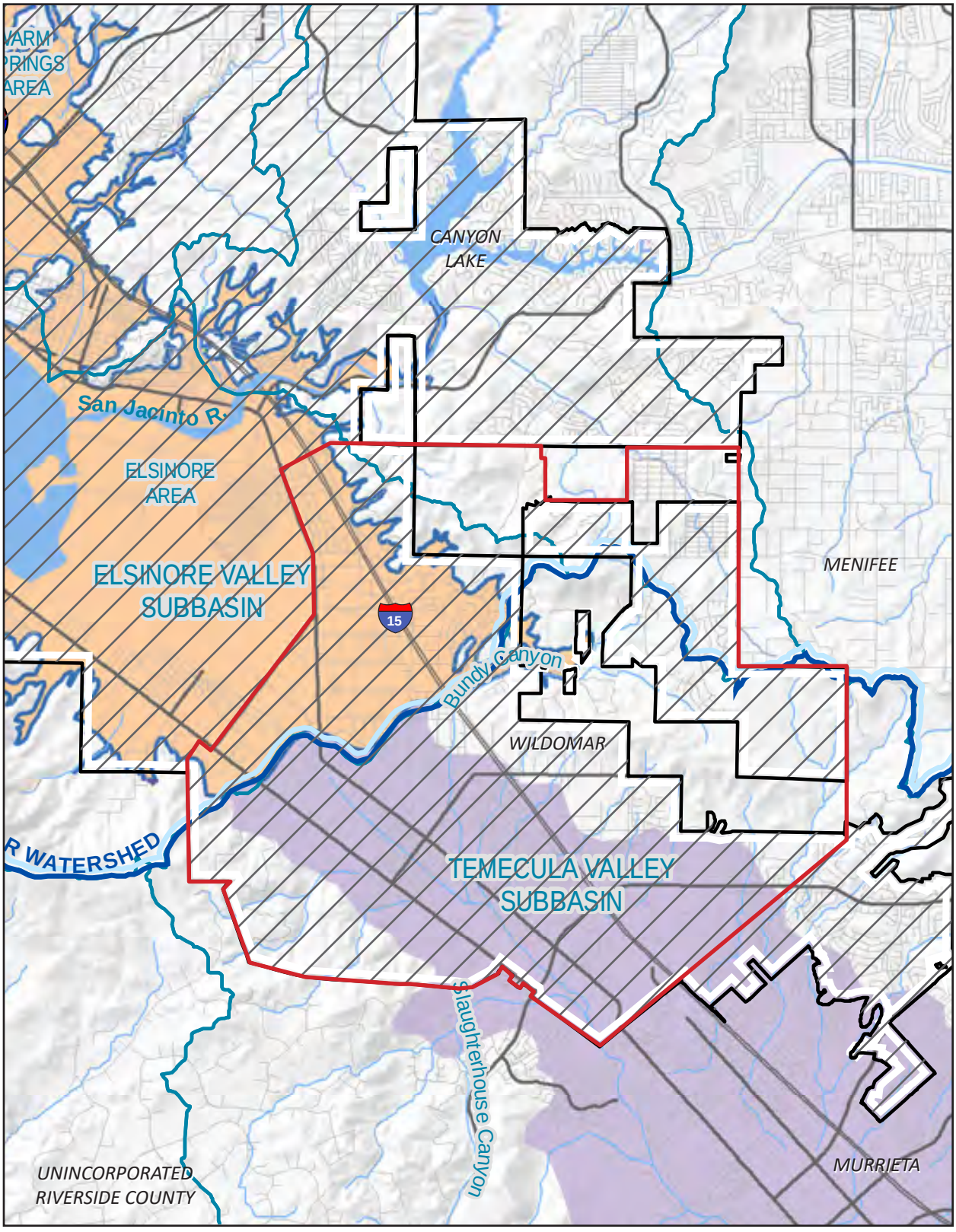
The majority of the EVMWD water supply is from imported water. Local groundwater pumped from EVMWD wells accounted for approximately 22 percent of the total District water supply between 2016 and 2020 (EVMWD 2021a). The EVMWD has 10 wells in the Elsinore Valley Subbasin that extract water from a deep aquifer for potable water supply. Depth to groundwater in the southeastern portion of the Subbasin, nearest Wildomar, shows shallow groundwater between 30 to 40 feet below ground surface (bgs) and a deeper aquifer between 80 and 110 feet bgs (EVMWD 2021b).

Shallow groundwater may be present in perched aquifers in Wildomar. However, groundwater wells installed as part of remediation actions as reported in GeoTracker showed groundwater levels at 20 to 30 feet bgs (GeoTracker 2024). Therefore, construction dewatering will probably not be required with future new development in the City. The City requires project applicants to evaluate dewatering options that avoid discharge to surface waters or the storm drain. According to Wildomar Municipal Code Chapter 13.12.090, "Discharges in violation of permit," any discharges due to construction dewatering are to comply with the Statewide general dewatering permit (Attachment J of the Statewide Construction General Permit Order No. WQ 2022-0057-DWQ).

Water Quality

Surface water quality is affected by point-source and nonpoint-source pollutants. Point-source pollutants are emitted at a specific point, such as a pipe, and nonpoint-source pollutants are typically generated by surface runoff from diffuse sources, such as streets, paved areas, and landscaped areas. Point-source pollutants are controlled with pollutant discharge regulations or water discharge requirements. Nonpoint-source pollutants are more difficult to monitor and control, although they are important contributors to surface water quality in urban areas.

Figure 5.10-2 - Groundwater Subbasins



Source: Carollo 2020.

Stormwater runoff pollutants vary based on land use, topography, the amount of impervious surface, the amount and frequency of rainfall, and irrigation practices. Runoff in developed areas typically contains oil, grease, and metals accumulated in streets, driveways, parking lots, and rooftops, as well as pesticides, herbicides, particulate matter, nutrients, animal waste, and other oxygen-demanding substances from landscaped areas. The highest pollutant concentrations usually occur at the beginning of the wet season during the "first flush," when early rainfall flushes out pollutants that have accumulated on hardscape surfaces during the preceding dry months.

The RWQCBs monitor surface water quality through implementation of each region's Basin Plan and designate beneficial uses for individual surface water bodies and groundwater within their jurisdiction. Although the San Diego RWQCB has primary jurisdiction for the City of Wildomar, the northern portion of the City is within the Santa Ana River Watershed, for which the Santa Ana RWQCB has responsibility for water quality issues. Therefore, the beneficial uses for surface water bodies and groundwater basins identified in each RWQCB's Basin Plans are listed in Table 5.10-1, *Designated Beneficial Uses*.

Table 5.10-1 Designated Beneficial Uses

Hydrologic Subarea	Beneficial Use
Santa Ana RWQCB Basin Plan	
Lake Elsinore	Existing Beneficial Uses: REC-1, REC-2, COMM, WARM, WILD; RARE
Elsinore Valley Groundwater Subbasin	Existing Beneficial Uses: MUN, AGR, PRO
San Diego RWQCB Basin Plan	
Murrieta Creek	Existing Beneficial Uses: MUN, AGR, IND, PRO, REC-2, WARM, WILD; REC-1 potential beneficial use
Santa Margarita River	Existing Beneficial Uses: MUN, AGR, IND, REC-1, REC-2, WARM, COLD, WILD, RARE
Pacific Ocean	Existing Beneficial Uses: IND, NAV, REC-1, REC-2, COMM, BIOL, WILD, RARE, MAR, AQUA, MIGR, SPWN, SHELL

Sources: Santa Ana RWQCB 2019; San Diego RWQCB 2021.
Note: Designated Beneficial Use abbreviations:

AGR – Agricultural supply	COLD – Cold freshwater habitat	COMM – Commercial and sport fishing
FRSH – Freshwater replenishment	GWR – Groundwater recharge	IND – Industrial service supply
MAR – Marine Habitat	BIOL – Preservation Habitats of Special Significance	AQUA - Aquaculture
MIGR – Fish migration	MUN – Municipal and domestic supply	PRO – Industrial process supply
RARE – Preservation of rare and endangered species	REC-1 – Water contact recreation	REC-2 – Non-contact water recreation
SPWN – Fish spawning	WARM – Warm freshwater habitat	WILD – Wildlife habitat
NAV – Navigation	POW – Hydropower generation	SHELL – Shellfish harvesting

In addition to the establishment of beneficial uses and water quality objectives, another approach to improve water quality is a watershed-based methodology that focuses on all potential pollution sources and not just those associated with point sources. If a body of water does not meet established water quality standards under traditional point source controls, it is listed as an impaired water body under Section 303(d) of the CWA. For 303(d) listed water bodies, a limit is established that defines the maximum amount of pollutants that can be received by that water body. Listed impaired water bodies that could be impacted by stormwater discharge from the City and their associated pollutants of concern are presented in Table 5.10-2, *Listed Impaired Water Bodies*.

Table 5.10-2 Listed Impaired Water Bodies

Name	Pollutants of Concern
Murrieta Creek	Copper, Phosphorus, Iron, Manganese, Indicator Bacteria, Chlorpyrifos, Nitrogen, Toxicity
Upper Santa Margarita River	Phosphorus, Toxicity, Nitrogen, Iron, Manganese, Indicator Bacteria
Lower Santa Margarita River	Benthic Community Effects, Chlorpyrifos, Indicator Bacteria, Nitrogen, Phosphorus, Toxicity
Lake Elsinore	PCBs (polychlorinated biphenyls), Organic Enrichment/Low Dissolved Oxygen, Nutrients, Toxicity, DDT (dichlorodiphenyltrichloroethane)

Source: SWRCB 2024.

Once a water body has been placed on the 303(d) list of impaired waters, states are required to develop a TMDL threshold to address each pollutant causing impairment. A TMDL defines how much of a pollutant a water body can tolerate and still meet water quality standards. Not all of the impaired water bodies have established TMDLs. However, Lake Elsinore has approved TMDLs for the following pollutants: nutrients and organic enrichment/low dissolved oxygen. Neither Murietta Creek nor Santa Margarita Creek have established TMDLs. Nutrient loading and eutrophication issues for these water bodies are being addressed through TMDL alternatives and municipalities that discharge to these water bodies are required to reduce their dry weather stormwater flow volumes to minimize discharges of nutrients to the receiving water bodies.

Flood Zones

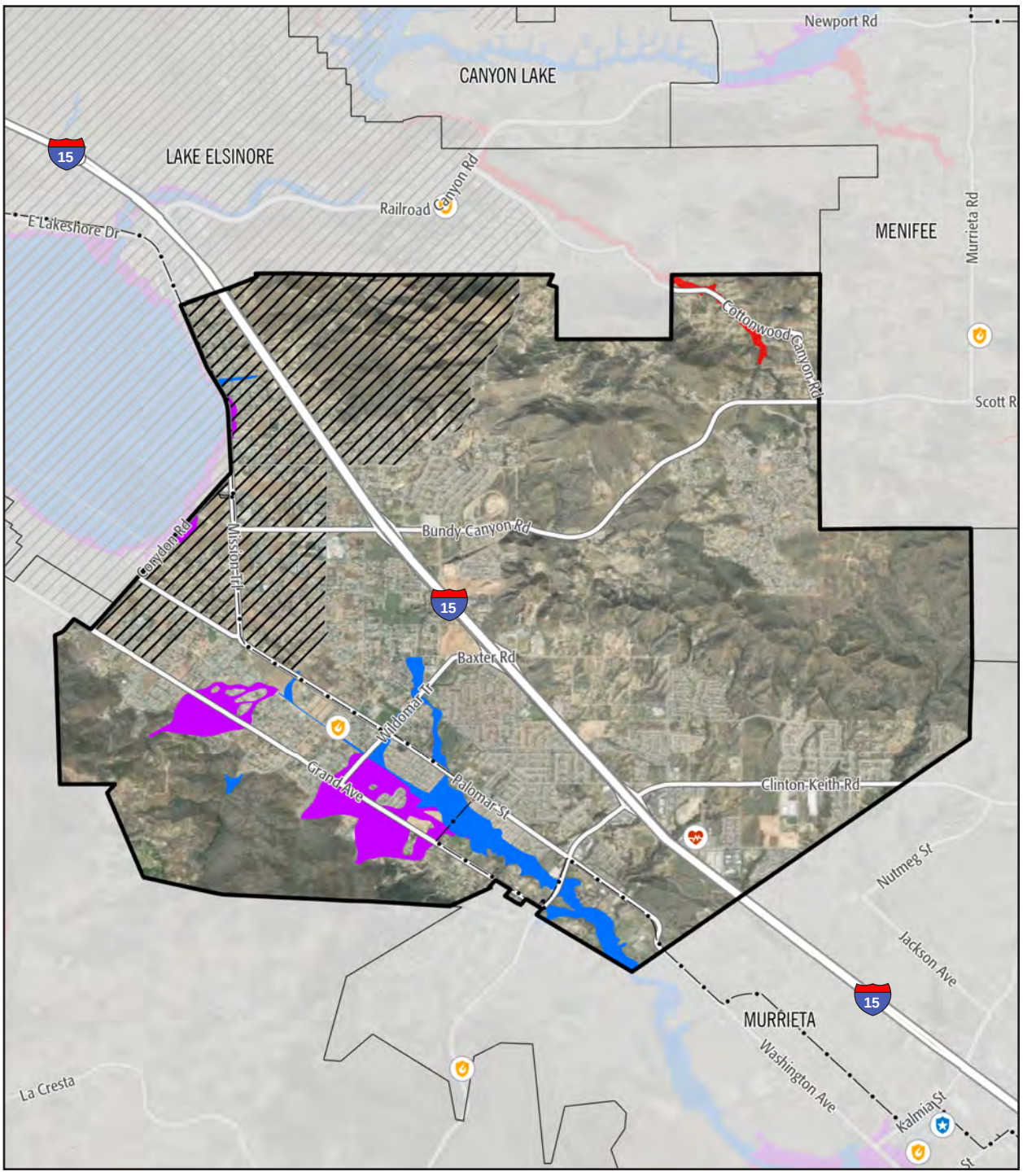
FEMA 100-Year Flood Zones

FEMA identifies floodplain zones to assist cities with mitigating flooding hazards through land use planning. FEMA also outlines specific regulations for any construction within a 100-year floodplain. The 100-year floodplain is defined as an area that has a 1 percent chance of being inundated in any given year. FEMA also prepares maps for 500-year floods that indicate a risk of 0.2 percent of flooding in any given year.

In some locations, FEMA also provides measurements of base flood elevations for the 100-year flood, which is the minimum height of the flood waters during a 100-year event. Base flood elevation is reported in feet above sea level. Depth of flooding is determined by subtracting the land's height above sea level from the base flood elevation. Areas within the 100-year flood hazard area that are financed by federally backed mortgages are subject to mandatory federal insurance requirements and building standards to reduce flood damage.

A map of the City locations that are within the 100-year floodplains is shown on Figure 5.10-3, *FEMA Flood Zones*. FEMA maps areas at risk from inundation from a 100-year flood, which has a 1 percent chance of occurring in any year. These areas are primarily located along Murrieta Creek in the central and southern portions of the City. A few scattered areas within 100-year floodplains are located within a mile to the west or northwest of Murrieta Creek, and one small area that extends into the northern portion of the City from Lake Elsinore. The majority of the City is not located in a 100-year floodplain.

Figure 5.10-3 - FEMA Flood Zones



Source: Generated using ArcMap 2023; FEMA 2020.

The 100-year flood zone is also known as a Special Flood Hazard Area; homeowners with mortgages within the Special Flood Hazard Area are required to be protected by flood insurance. Serious damage occurred in Wildomar during a January 2010 rain event, resulting in $317,000 in repairs due to flooding, debris flow and silt buildup, and unpaved road repairs (Wildomar 2022). The most recent flooding occurred in February 2019 when 3.84 inches of rain over two days caused flooding to surface streets (Wildomar 2022). Climate change may result in more frequent intense storms, resulting in an increased risk of flooding in the future.

Dam Inundation

Dam failure is the uncontrolled release of impounded water behind a dam. Partial or complete dam failures can occur from one or more of the following causes:

- Earthquake
- Overtopping caused by floods that exceed the dam capacity due to inadequate spillway capacity.
- Internal erosion caused by embankment or foundation leakage due to piping or rodent activity.
- Improper design resulting in structural failure.
- Movement or failure of the foundation.
- Inadequate operation, maintenance, and upkeep.
- Settling and cracking of concrete or embankment dams.
- Failure of upstream dams on the same waterway.

Flash floods can occur within six hours of the beginning of heavy rainfall, and dam failure may occur within hours of the first signs of breaching. Other types of failures and breaches can take much longer to occur, from days to weeks. However, dam failure is a very rare occurrence. There have been no dam failure incidents that have impacted the City of Wildomar or Riverside County (Riverside County EMD 2023).

California Water Code requires owners of all dams under California Division of Safety of Dams (DSOD) jurisdiction (except dams classified as low downstream hazard) to prepare dam inundation maps. These maps must be updated every ten years or when there are changes to downstream development or terrain. The dam inundation maps are submitted to DSOD for review and approval. Once the maps are approved, the dam owner must submit the map with the Emergency Action Plan to the California Office of Emergency Services (CalOES) for review and approval. CalOES is required by State law to work with State and federal agencies, dam owners and operators, municipalities, floodplain managers, planners, and the public to make available dam inundation maps. Dam inundation maps are used in the preparation of Local Hazard Mitigation Plans (LHMPs) and General Plan Safety Element updates.

The inundation zones within the City are shown on Figure 5.10-4, *Dam Inundation Zones*. The only dam with inundation zones that reach Wildomar is the Diamond Valley Lake Dam, which is under the jurisdiction of the DSOD. There are several dam breach scenarios for the Diamond Valley Lake Dam. According to inundation maps from DSOD, the inundation zone for failure of the Main Dam would not reach the City. However, failure of the Saddle Dam or East Dam (an auxiliary dam) would reach the City by first flooding areas west of Diamond Valley Lake toward Lake Elsinore and then to the southeast and toward Wildomar along the northwest portion of the City and then along areas adjacent to Murrieta Creek. The inundation

zone for the East Dam failure is shown on Figure 5.10-4, since the inundation areas for the Main Dam and Saddle Dam are much smaller than the inundation area for the East Dam.

Hazard classifications are based on potential downstream impacts to life and property if a dam were to fail when operating at full capacity. The hazard classification is not related to the condition of the dam. High hazard indicates that the dam failure could result in the loss of at least one human life and extremely high hazard indicates that the dam failure is expected to cause considerable loss of human life or would result in an inundation area with a population of 1,000 people or more (DSOD 2021). The Diamond Valley Lake Dam is listed by DSOD as extremely high hazard (DSOD 2024).

The DSOD inspects and monitors all jurisdictional dams through the Dam Safety Program. The dams are inspected twice a year and continually monitored for seepage and settlement. The Riverside County Department of Emergency Management coordinates preparedness efforts to mitigate against, plan for, respond to, and recover from natural hazards, including the possibility of dam failure.

There are no state or local restrictions for development in dam inundation zones; however, each dam owner is required to prepare an emergency action plan (EAP) and coordinate its response to a dam incident with local authorities. The EAP is required to include warning and notification procedures that would involve the Alert RivCo system, Riverside County's emergency notification system, the Riverside County Emergency Management Department (EMD), Riverside County Sheriff's Department, RCFCWCD, and the City's Emergency Services Department.

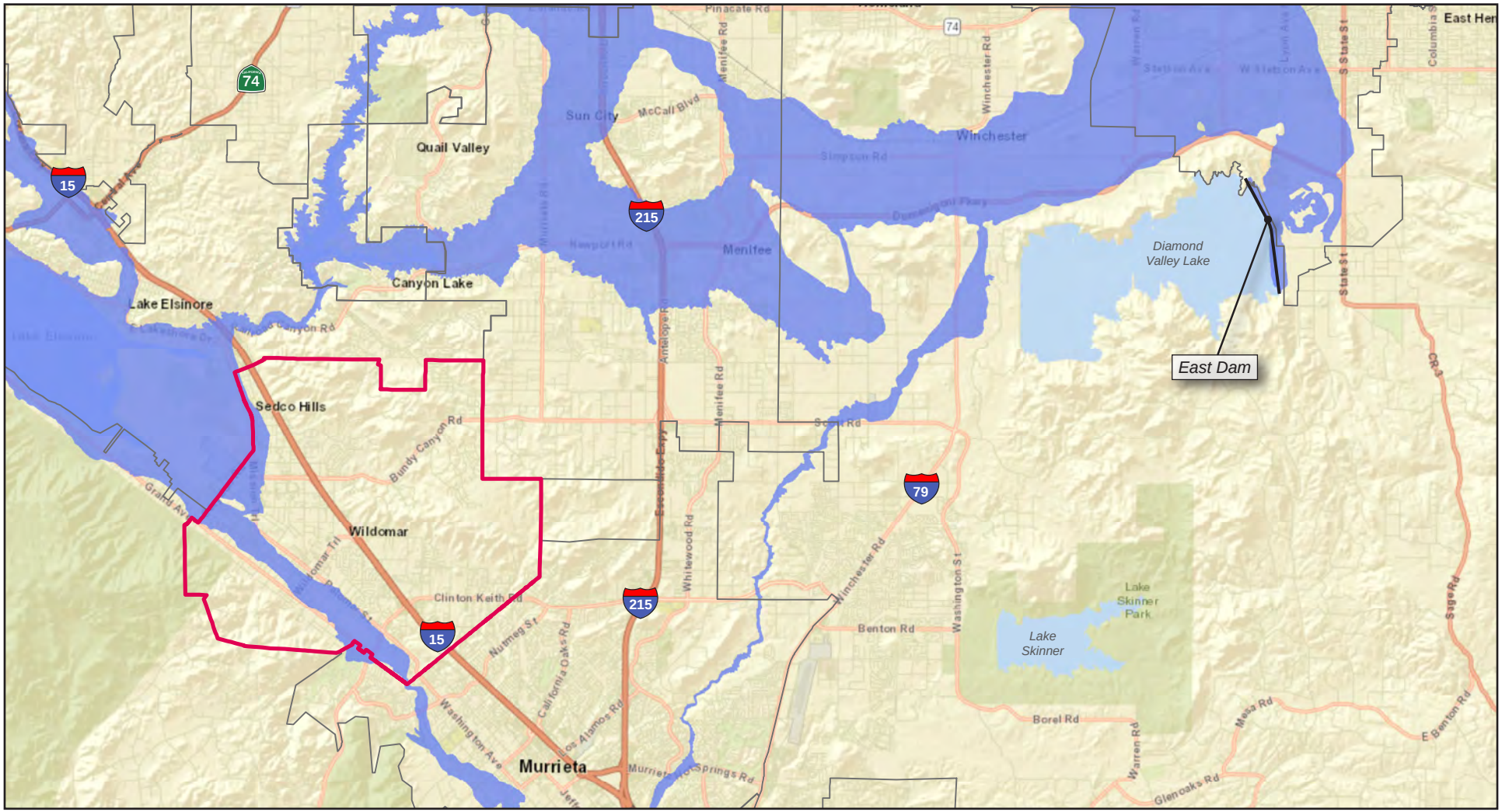
Tsunami and Seiches

A tsunami is a series of traveling ocean waves generated by a rare, catastrophic event, which could include an earthquake, submarine landslide, or volcanic eruption. The City is approximately 22 miles from the Pacific Ocean and is not within any mapped tsunami inundation zone.

A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. Seiches can be created by winds, earthquakes, or tsunamis. Bodies of water such as reservoirs, ponds, lakes, or large aboveground storage tanks can experience seiche waves up to several feet in height during a strong earthquake. The water sloshes back and forth until the wave motion is dampened by friction.

The absence of any large bodies of water within the City precludes the possibility of damage from seiches. Seismic activity could result in seiches occurring and impacting the aboveground water tanks in the City. However, the tanks are constructed to withstand seismic events and would not result in failure that would cause significant flooding.

Figure 5.10-4 - Dam Inundation Zones



City of Wildomar Boundary

Diamond Valley Lake - East Dam Inundation Area

0 3
Scale (Miles)

Source: USGS 2015.

5.10.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

HYD-1 Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

HYD-2 Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

HYD-3 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in a substantial erosion or siltation on- or off-site.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.

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

iv) Impede or redirect flood flows.

HYD-4 In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.

HYD-5 Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

5.10.3 Proposed General Plan Goals and Policies

Land Use Element

GOAL LU 2 Development Capacity: Responsible growth through well-planned development provides for the needs of Wildomar's residents and businesses, makes efficient use of land and infrastructure, protects important environmental resources, promotes the health of the community, and maintains the unique character distinguishing the City as a special place in the region.

- **Policy LU-2.1 Adequate Service Provision for New Development.** Coordinate with local agencies, service providers and utilities to ensure adequate service provision for new development.

GOAL LU 3 Focus Areas: Unique areas of the City are enhanced to meet residents' needs.

- **Policy LU-3.2 Sedco Neighborhood.** Work with utility providers to improve infrastructure in the Sedco area and explore opportunities to expand the provision of public services. Explore opportunities to ensure current residents, including renters, benefit from investments in infrastructure improvements.

GOAL 7 Compatibility with the Natural Environment: Land uses and development intensities are compatible with scenic and natural resources and encourage environmental preservation.

- **Policy LU-7.1 Design to Respect Natural Settings**. Require that new development conform building massing to topographic forms and minimize alteration of natural landforms and vegetation, incorporating natural drainage systems, allowing development clustering to maintain slopes, restricting grading of steep slopes, and encouraging the preservation of significant hillsides, canyon edges and hilltops as prominent visual features.

GOAL LU-13 Open Spaces. Open space lands are preserved as natural resources, utilized to buffer land uses and enhance community aesthetics, and protected from adverse impacts of new development.

- **Policy LU-13.1 Preservation of Open Space Lands**. Provide for permanent preservation of open space lands that contain important natural resources, hazards, water features, watercourses, and scenic and recreational value.

Circulation Element

GOAL CI 8: A robust network of infrastructure and utility systems supports the City's growth.

- **Policy CI-8.2 Adequate Storm Drainage.** Implement, and periodically update, the 2019 City of Wildomar Master Drainage Plan to manage storm runoff and provide flood control protection.

Open Space and Conservation Element

GOAL OS 1: Biological resources are protected from development, conserved, restored, and enhanced.

- **Policy OS-1.6 Natural Vegetation Conservation.** Maintain and conserve mature and historic examples of native trees, natural vegetation, stands of established trees, and other features for ecosystem, aesthetic, and water conservation purposes.

GOAL OS 3: Reliable and safe water supply that supports Wildomar's current and future needs.

- **Policy OS-3.1 Collaboration with EVMWD.** Collaborate with the Elsinore Valley Municipal Water District (EVMWD) to conserve and protect water quality and supply and continue to provide assistance for urban water management plans.

- **Policy OS-3.2 Water Quality Protection.** Require that new developments do not degrade natural water bodies such as streams and rivers and protect groundwater resources.

- **Policy OS-3.3 Water Conservation Strategies.** Encourage water conserving site design and the use of water conserving fixtures in new development, and advocate for the adoption and implementation of water conservation strategies by water service agencies.

- **Policy OS-3.4 Water Conservation in Existing Development.** Encourage existing development to use water-conserving mechanisms such as stormwater capture systems, graywater systems, water-efficient appliances, and drought-tolerant landscape planting.

5.10.4 Environmental Impacts

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.10-1: The proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. [Threshold HYD-1]

Construction Impacts

Buildout under the Proposed General Plan would involve soil disturbance, construction, and operation of land uses that could generate pollutants affecting stormwater. Clearing, grading, excavation, and construction activities have the potential to impact water quality through soil erosion and increasing the amount of silt and debris carried in runoff. Additionally, the use of construction materials, such as fuels, solvents, and paints, may present a risk to surface water quality. Finally, the refueling and parking of construction vehicles and other equipment on-site during construction may result in oil, grease, or related pollutant leaks and spills that may discharge into the storm drain system.

To minimize these potential impacts, future development that involves the disturbance of one acre or more of land would require compliance with the Construction General Permit (CGP) Order WQ 2022-0057-DWQ, which includes the preparation and implementation of a SWPPP. A SWPPP requires the incorporation of BMPs to control sediment, erosion, and hazardous materials contamination of runoff during construction and prevent contaminants from reaching receiving water bodies. Examples of erosion and sediment control BMPs are silt fences, sediment basins, dust suppressants, covering stockpiles, soil stabilization for construction entrances/exits, outlet tire wash and project scheduling to reduce soil disturbance. The CGP also requires that prior to the start of construction activities, the project applicant must file PRDs with the SWRCB, which includes a Notice of Intent, risk assessment, site map, annual fee, signed certification statement, and a SWPPP. The construction contractor is required to maintain a copy of the SWPPP at the site and implement all construction BMPs identified in the SWPPP during construction activities. Prior to the issuance of a grading permit, the project applicant is required to provide proof of filing of the PRDs with the SWRCB. Submittal of the PRDs and implementation of the SWPPP throughout the construction phase of development pursuant to the Proposed General Plan would address anticipated and expected pollutants of concern from construction activities.

For future construction projects that disturb less than one acre of land, project applicants would still be required to implement an effective combination of erosion and sediment control BMPs. The City requires

submittal of a Construction Runoff Management Plan for all construction sites and designates a minimum set of BMPs for erosion and sediment control, soil stabilization, and protection of natural hydrologic features (Wildomar 2023). The City confirms implementation of appropriate BMPs through construction site inspections.

As a result, water quality impacts associated with construction activities would be less than significant.

Operational Impacts

Potential future development and activities under the Proposed General Plan may result in long-term impacts to the quality of stormwater and urban runoff, subsequently impacting downstream water quality. Future development can potentially create new sources for runoff contamination through changing land uses. As a consequence, future development within the City as a whole may have the potential to increase the post-construction pollutant loadings of certain constituent pollutants associated with the proposed land uses and their associated features, such as landscaping.

To prevent long-term impacts associated with land use changes and in accordance with the requirements of the MS4 permit (Order No. R9-2013-0001, last amended in 2015), Wildomar Municipal Code Chapter 13.12 and the City's JRMP, all new development that involves the creation of 10,000 square feet or more of impervious surface and redevelopment projects that involve the creation and/or replacement of 5,000 square feet or more of impervious surface must incorporate LID site design, source control, and stormwater treatment measures to address post-construction stormwater runoff. These projects would be required to submit a project-specific WQMP to be reviewed and approved by the City Public Works/Engineering Department (Wildomar 2018a). For projects that create less than 10,000 square feet of impervious surface or replace less than 5,000 square feet of impervious surface, the City requires a water quality checklist for these "Other Development Projects," which includes site design and source control BMPs (Wildomar 2018b). Additionally, the City's WQMP and JRMP include hydromodification requirements for future development that may impact downstream channels and creeks. The City's JRMP is updated periodically to reflect the latest MS4 permit requirements; therefore, potential future development over the buildout horizon of the Proposed General Plan would need to comply with the latest thresholds and most current MS4 permit.

As part of the statewide mandate to reduce trash within receiving waters, the City is required to adhere to the requirements of the California Trash Amendments. The requirements include the installation of trash full capture systems by 2030. A full capture system is defined as a treatment control, or series of treatment controls, including a multi-benefit project or a LID control that traps all particles that are 5 millimeters or greater and has a design treatment capacity of 1) at least the peak flow rate from a one-year, one-hour storm event, or 2) appropriately sized to carry at least the same flows as the corresponding storm drain. Systems may be catch basin inserts or other insert systems or high flow capacity trash full capture systems that are designed to treat trash from large drainage areas.

Additionally, all potential future development pursuant to the Proposed General Plan would be required to comply with the requirements of the Wildomar Municipal Code, which prohibits illicit discharge into the storm drain system (Section 17-12.140) and includes provisions to reduce the pollutants in stormwater (Chapter 13.12.070). All development that discharges stormwater associated with industrial activity shall also

comply with the requirements of the General Industrial Permit (Order No. 2014-0057-DWQ) as amended in 2018 by Order No. 2015-0122-DWQ.

Implementation of the Proposed General Plan policies, such as Policy OS-3.2, which requires new development do not degrade natural water bodies, in conjunction with adherence to MS4 permit requirements, the Statewide GCP, and the City's JRMP and Municipal Code requirements, would ensure that potential future development under the Proposed General Plan would not violate any water quality standards or waste discharge requirements for both construction and operational phases, and impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.10-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.10-1 would be less than significant.

Impact 5.10-2: The proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. [Threshold HYD-2]

Implementation of the proposed project would result in a significant environmental impact if it would substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Potential future development under the Proposed General Plan could result in an increase in impervious surfaces, thus reducing groundwater recharge.

Groundwater Use

A more detailed description and analysis of the City's overall water supply and demand is provided in Section 5.19, *Utilities and Service Systems*. As stated in Section 5.10.1.2, *Existing Setting*, Wildomar is within two groundwater basins: Elsinore Valley Subbasin and Temecula Valley Subbasin. The Elsinore Valley Subbasin is designated by DWR as a medium-priority groundwater basin and is not in critical overdraft. EVMWD is the GSA for the subbasin and the GSP for the subbasin was approved by DWR in October 2023. The Temecula Valley Subbasin is designated as a very low priority basin and is not required to form GSAs or prepare GSPs. Additionally, the Temecula Valey Subbasin is managed by a different water purveyor (Rancho California Water District) that does not provide potable or recycled water to the City.

Most of the City's water supply (approximately 68 percent) is imported surface water supplied by EVMWD. EVMWD supplements its supply with groundwater pumped from 10 District-owned wells. Between 2016 and 2020, the amount of groundwater pumped from the Elsinore Valley Subbasin ranged from 2,198 acre-feet per year (AFY) to 6,751 AFY, for an average of 4,070 AFY (EVMWD 2021a). The groundwater supply from the Elsinore Valley Subbasin is projected to remain constant at 5,500 AFY from 2025 to 2045, and the

safe yield pumping rate projection in the GSP is 6,500 AFY for the Elsinore Management Area (EVMWD 2021a; EVMWD 2021b).

With buildout of the Proposed General Plan, the City anticipates an increase in the water demand of approximately 4,627 AFY (see Section 5.19, *Utilities and Service Systems*, for calculation details).. According to EVMWD's 2020 Urban Water Management Plan (UWMP), the water agency pumps groundwater from several groundwater subbasins. Even with increases in population and water demand in their service areas, EVMWD does not intend to increase groundwater pumping during normal years through 2045. However, during single and multiple dry years, groundwater pumping would increase but it would be distributed over five different groundwater subbasins (EVMWD, 2021a). Therefore, each groundwater subbasin's sustainable yield would not be exceeded. In addition, the GSP contains future projects that would ensure the sustainability of the groundwater subbasin, including aquifer recharge, stormwater capture and recharge, and aquifer storage and recovery.

Future development with buildout of the Proposed General Plan would also be required to implement the water-efficient requirements specified in the CALGreen and California Plumbing Codes and the MWELO requirements for water efficient landscaping. Future projects that meet the criteria under California Water Code Section 10912 would be required to prepare a Water Supply Assessment that demonstrates that project water demands would not exceed water supplies. In addition, residential, commercial, and industrial water usage can be expected to decrease in the future as a result of continued implementation of water conservation practices.

Groundwater Recharge

Although future development pursuant to the Proposed General Plan would increase the amount of impervious surfaces and could potentially impact groundwater recharge, these projects would be required to implement BMPs and LID measures in accordance with the regional MS4 permit and the City's JRMP. New development or redevelopment projects would be required to implement site design measures, source control measures, stormwater treatment measures, and hydromodification measures and submit a WQMP subject to approval by the City. Examples of BMPs that minimize the impact of impervious surfaces include permeable pavement, drainage to landscaped areas and bioretention areas, and the collection of rooftop runoff in rain barrels or cisterns. These measures also increase the potential for groundwater recharge. In addition, the GSP prepared for the Elsinore Valley Subbasin includes future projects that would promote groundwater recharge, including aquifer recharge, stormwater capture and recharge, and aquifer storage and recovery.

Compliance with the City's requirements for new construction, water efficient landscaping, and the Proposed General Plan policies, such as Policy LU-7.1, which requires new development minimize alteration of natural landforms and incorporate natural drainage systems, would protect future groundwater resources. Therefore, the proposed project would not significantly interfere with groundwater recharge and would not substantially deplete groundwater supplies, and impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.10-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.10-2 would be less than significant.

Impact 5.10-3:	The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i) result in substantial erosion or siltation on- or off-site; ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv) impede or redirect flood flows. [Threshold HYD-3]

New development or redevelopment within the City and changes in land use could result in an increase in impervious surfaces. This, in turn, could result in an increase in stormwater runoff, higher peak discharges to storm drains, the potential to cause nuisance flooding in areas without adequate drainage facilities, and the potential to cause erosion or siltation in streams. Increases in tributary flows can exacerbate creek bank erosion or cause destabilizing channel incision.

Erosion and Siltation

All potential future development pursuant to the Proposed General Plan would be required to implement construction-phase BMPs as well as post-construction site design, source control measures, and treatment controls in accordance with the requirements of the CGP, the Wildomar Municipal Code Chapter 13.12, the MS4 Permit, and the City's Construction Runoff Management Plan. Typical construction BMPs include silt fences, fiber rolls, catch basin inlet protection, water trucks, street sweeping, and stabilization of truck entrance/exits. Each new development or redevelopment project that disturbs one or more acre of land would be required to prepare and submit a SWPPP to the SWRCB that describes the measures to control erosion and sedimentation due to construction activities. For projects of less than one acre, the City's Construction Runoff Management Plan and Municipal Code requirements would still apply.

Once future development projects have been constructed, the MS4 permit requirements for new development or redevelopment projects must be implemented and include site design measures, source control measures, LID, and treatment measures that address stormwater runoff and would reduce the potential for erosion and siltation. LID measures include the use of permeable pavements, directing runoff to pervious areas, and the construction of bioretention areas. Project-specific WQMPs submitted to the City must include BMPs that are maintained in perpetuity in accordance with the San Diego RWQCB MS4 Permit. Adherence to the streambed alteration agreement process under Sections 1600 to 1616 of the California Fish and Game Code would further reduce erosion and siltation impacts that may occur due to streambed alterations. Compliance with these regional and local regulatory requirements will ensure that erosion and siltation impacts from new development and redevelopment projects would be less than significant.

Flooding On- or Off-site

New development and/or redevelopment and changes in land uses could result in an increase in impervious surfaces, which in turn could result in an increase in stormwater runoff, higher peak discharges to drainage channels, and the potential to cause nuisance flooding in areas without adequate drainage facilities. All potential future development under the Proposed General Plan must comply with the requirements of the MS4 Permit and the City's JRMP. Regulated projects must implement BMPs, including LID BMPs and site design BMPs, which effectively minimize imperviousness, retain or detain stormwater on-site, decrease surface water flows, and slow runoff rates. Projects that may impact downstream channels and creeks must also adhere to the hydromodification requirements of the MS4 permit and the City's JRMP to ensure that post-project runoff conditions (flow rates and durations) do not exceed pre-development runoff conditions by more than 10 percent for the 2-year, 24-hour up to the 10-year, 24-hour runoff event (Wildomar 2023). Adherence to these regulatory requirements would minimize the amount of stormwater runoff from new development and redevelopment within the EIR Study Area. Therefore, potential future development under the Proposed General Plan would not result in flooding on- or off-site, and impacts would be less than significant.

Stormwater Drainage System Capacity

As stated in the impact discussions above, an increase in impervious surfaces with new development or redevelopment could result in increases in stormwater runoff, which in turn could exceed the capacity of existing or planned stormwater drainage systems.

Potential future development that involves the creation of 10,000 square feet or more of impervious surfaces or replacement of 5,000 square feet or more of impervious surfaces would trigger the implementation of site design, source control, and stormwater treatment measures to reduce stormwater runoff, pursuant to the MS4 Permit and the City's JRMP. Prior to the issuance of grading permits, the City will require completion and submittal of a Final WQMP report for review and approval to ensure that these requirements are met. Stormwater treatment measures are required to temporarily detain site runoff for priority projects, using specific numeric sizing criteria based on volume and flow rate. Implementation of these stormwater measures will reduce the amount of stormwater runoff that is ultimately discharged to the City's storm drain system and to Lake Elsinore and the Murrieta Creek. Projects that are subject to the hydromodification requirements of the MS4 permit must demonstrate post-project runoff conditions (flow rates and durations) do not exceed pre-development runoff conditions by more than 10 percent. For projects that create less than 10,000 square feet of impervious surface or replace less than 5,000 square feet of impervious surface, the City requires a water quality checklist for these "Other Development Projects" which includes site design and source control BMPs (Wildomar 2018b).

Projects that meet the MS4 regulatory criteria would need to demonstrate that the regulatory requirements for the sizing and temporary on-site retention of stormwater runoff have been met by submitting a WQMP report to the City for review and approval prior to the issuance of grading permits. This would minimize the amount of stormwater runoff from new development and redevelopment sites within the City. Also, as part of the permitting process, future development would be required to pay drainage fees and development

impact fees, pursuant to Wildomar Municipal Codes 33.44.040 and 16.32.040, which are designed to mitigate the impacts of stormwater that is discharged to local drainage facilities under the jurisdiction of RCFCWCD and the City of Wildomar. The fees are used to evaluate and maintain the storm drain system, implement flood control improvements, respond to flooding issues, and restore creeks and habitat.

In addition, new development and redevelopment within the City would not create substantial additional sources of polluted runoff. During the construction phase, projects would be required to prepare SWPPPs (for projects disturbing one acre or more) and the City's Construction Runoff Management Plan (for projects disturbing less than one acre), thus limiting the discharge of pollutants from the site. During operation, projects must implement BMPs and LID measures through WQMPs that minimize the amount of stormwater runoff and associated pollutants.

With implementation of these provisions for new development and redevelopment projects, the proposed project would not result in significant increases in runoff that would exceed the capacity of existing or planned storm drain facilities, and the impact is less than significant.

Redirecting Flood Flows

The discussion above regarding on- and off-site flooding is also applicable to the analysis of impeding or redirecting flood flows. Since new development projects are required to comply with the MS4 Permit and retain stormwater on-site via the use of bioretention facilities or other stormwater treatment measures, any flood flows would also be retained temporarily on-site, which would minimize the potential for flooding impacts. Impact 5.10-4 discusses the potential for impeding or redirecting flood flows with development in areas within the 100-year floodplain. Based on these discussions, impacts related to impeding or redirecting flood flows would be less than significant.

With compliance with the MS4 permit, the City's stormwater requirements, and Proposed General Plan goals and policies, such as Policy CI-8.2, which implements the City's Master Drainage Plan projects to improve stormwater runoff and flood control, potential future development under the proposed project would not result in substantial erosion or siltation and would not substantially increase the rate of surface runoff which would result in flooding, impede or redirect flood flows, or exceed the capacity of the drainage system. Impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.10-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.10-3 would be less than significant.

Impact 5.10-4: The proposed project would not, in a flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation. [Threshold HYD-4]

Pollutant Release in Flood Hazard Zones

Buildout pursuant to the Proposed General Plan could involve development of some projects in FEMA 100-year flood zones. As shown on Figure 5.10-3, the land that borders Murrieta Creek that runs through the southern portion of Wildomar is within the 100-year floodplain. Also, smaller areas west and northwest of Murrieta Creek within the City are within 100-year floodplains.

Future development within the 100-year flood zones would be subject to the floodplain requirements in Wildomar Municipal Code Chapter 15.96 and Chapter 16.32, which require new construction to be built above the base flood elevation or be designed to mitigate flooding impacts. Prior to the start of construction or development within a Special Flood Hazard Area (*i.e.,* 100-year floodplain), the City requires project applicants to obtain a permit from the City and construct new development in accordance with the standards in Wildomar Municipal Code Title 15, Buildings and Construction. The standards of construction vary depending on whether the proposed structure is residential or non-residential. In general, the standards of construction include provisions for flood risk reduction, including anchoring and flood-resistant materials and construction methods, with the lowest floors elevated at or one foot above the base flood elevation. The City does not allow for structures to be bult within floodways, *i.e.*, the drainage area necessary for a 100-year floodplain. Compliance with FEMA's National Flood Insurance Program requirements and Wildomar Municipal Code requirements would reduce potential flood hazards and ensure that pollutants are not released during flood inundation.

Additionally, as discussed in Section 5.10.1.1, *Regulatory Framework*, the City of Wildomar LHMP includes hazard mitigation actions to help reduce the risk of damage or injury from floods. These actions include continued implementation of floodplain management measures, incorporation of FEMA guidelines into the planning process, and the assessment and mitigation of urban drainage flooding.

Pollutant Release in Dam Inundation Zones

As shown in Figure 5.10-4, areas of Wildomar are within the inundation zones for the Diamond Valley Lake East Dam. The probability of dam failure is very low, and Wildomar and Riverside County have never been impacted by a major dam failure (EMD 2023). In addition, dam owners are required to maintain emergency action plans (EAPs) that include procedures for damage assessment and emergency warnings. An EAP identifies potential emergency conditions at a dam and specifies preplanned actions to help minimize property damage and loss of life should those conditions occur. EAPs contain procedures and information that instruct dam owners to issue early warning and notification messages to downstream emergency management authorities, such as the City's Emergency Services Department. Because the likelihood of catastrophic dam failure is very low, impacts related to the release of pollutants due to dam inundation are considered less than significant.

Pollutant Release from Tsunamis and Seiches

Wildomar is approximately 22 miles from the Pacific Ocean and is not within any mapped tsunami inundation zone. Therefore, there is no potential for the release of pollutants due to a tsunami.

Additionally, as discussed in Section 5.10.1.2, *Existing Conditions*, there are no large water bodies within the City that preclude the possibility of seiches. Although seiches could theoretically occur at Lake Elsinore, the wave heights are usually one foot or less and lakes or reservoirs are typically designed with a freeboard height of at least three feet. In addition, the City of Wildomar is at a higher elevation than Lake Elsinore and in the event of a seiche, water would not flow toward the City. Aboveground water storage tanks within the City could experience a seiche associated with a large earthquake. However, the tanks are constructed to withstand seismic events and would not result in failure that would cause significant flooding or the release of pollutants.

The Proposed General Plan policies would serve to minimize potential adverse impacts related to erosion, flood flows, and storm drain capacity, which in turn would address the potential for flooding, dam inundation, and seiches. Additionally, Chapter 15.96 of the Wildomar Municipal Code regulates development in flood hazard areas to protect public health and safety. In conjunction with the implementation of the City's floodplain management requirements, and activation of the County's emergency response system in the case of a dam failure, the potential impact that there would be a release of pollutants from flooding, dam inundation, or seiches would be less than significant.

Level of Significance Before Mitigation: Impact 5.10-4 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.10-4 would be less than significant.

Impact 5.10-5: The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. [Threshold HYD-5]

Adherence to the State CGP, the Wildomar Municipal Code, the Regional MS4 Permit, and the City's Jurisdictional Management Runoff Program would ensure that surface and groundwater quality are not adversely impacted during construction and operation of new development pursuant to the Proposed General Plan. As a result, site development would not obstruct or conflict with the implementation of the San Diego RWQCB's Basin Plan or the Santa Ana RWQCB's Basin Plan.

The majority of the City's potable water supply is provided by EVMWD, which is mostly imported surface water purchased from the Metropolitan Water District. The City supplements its surface water supplies with groundwater, which is obtained from local groundwater wells and accounts for about 22 percent of its total water demand (EVMWD 2021a). The City's groundwater supplies are from the Elsinore Valley Groundwater Subbasin, which has been designated by DWR as a medium priority basin and is not in critical overdraft. EVMWD is the GSA for the subbasin and prepared a GSP that was approved by DWR in October 2023.

With buildout of the Proposed General Plan, the City anticipates an increase in the groundwater pumping rate of approximately 1,020 AFY. When added to the existing groundwater pumping rate of 4,070 AFY, the future groundwater demand is less than the sustainable yield in the GSP of 6,500 AFY for the Elsinore Management Area. A pumping rate increase of up to 1,020 AFY is not anticipated to exceed the groundwater subbasin's sustainable yield. In addition, the GSP contains future projects that will ensure the sustainability of the groundwater subbasin, including aquifer recharge, stormwater capture and recharge, and aquifer storage and recovery. Therefore, the Proposed General Plan would not obstruct or conflict with a groundwater management plan.

With adherence to the Proposed General Plan policies—such as Policy LU-7.1, which requires new development to minimize alteration of natural landforms and incorporate natural drainage systems—and continued compliance with State and City regulatory requirements, the proposed project would not obstruct or conflict with a water quality control plan or groundwater management plan, and impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.10-5 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.10-5 would be less than significant.

5.10.5 Cumulative Impacts

The geographic context used for the cumulative assessment of hydrology, drainage, flooding, and water quality is the Santa Ana River Watershed and the Santa Margarita River Watershed, as shown on Figure 5.10-1. New development in these watersheds could increase impervious areas, thus increasing runoff and flows into the storm drainage systems. However, future development would be required to comply with the MS4 Permit, implement BMPs that direct drainage to landscaped areas, and integrate bioretention facilities into the site design. Implementation of these BMPs on a regional basis would reduce cumulative impacts to hydrology and drainage to less than cumulatively considerable.

All cumulative projects would be required to comply with various federal, state, and local (City and county) water quality regulations that control construction-related and operational discharge of pollutants into stormwater. The water quality regulations implemented by the San Diego RWQCB take a basin-wide approach and consider water quality impairment in a regional context. For example, the NPDES Construction Permit ties receiving water limitations and basin plan objectives to terms and conditions of the permit, and the MS4 Permit encompasses all of the surrounding municipalities to manage stormwater systems and be collectively protective of water quality. Projects in these watersheds would implement structural and nonstructural source-control BMPs that reduce the potential for pollutants to enter runoff, and treatment control BMPs that remove pollutants from stormwater. Therefore, cumulative water quality impacts would be less than significant after compliance with these permit requirements, and impacts would not be cumulatively considerable.

Projects in the watersheds may be constructed within 100-year flood zones or dam inundation zones. Projects within the 100-year flood zone would be mandated to purchase flood insurance through the National Flood Insurance Program. In addition, Riverside County and other jurisdictions within these watersheds regulate development within flood zones in a similar manner as Wildomar Municipal Code Chapter 15.96 and 16.32 and in compliance with FEMA standards to limit cumulative flood hazard impacts.

There have been no dam failures in Wildomar or Riverside County and the risk of a catastrophic dam failure causing flooding to downstream residents is very low. In addition, in the case of an imminent dam failure, the Riverside County and Wildomar's Emergency Operations Plans would be activated to ensure that residents and businesses are notified and if necessary evacuated in a timely manner. Therefore, cumulative impacts to hydrology, drainage, and flooding would be less than significant, and impacts of the proposed project would not be cumulatively considerable.

5.10.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.10-1, 5.10-2, 5.10-3, 5.10-4, and 5.10-5.

5.10.7 Mitigation Measures

No mitigation measures are required.

5.10.8 Level of Significance After Mitigation

Impacts would be less than significant.

5.10.9 References

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5.11 LAND USE AND PLANNING

This chapter evaluates the potential environmental effects related to land use and planning associated with implementation of the Proposed General Plan.

FOCAL POINT

The Proposed General Plan aims to create a more connected City while ensuring land use compatibility; therefore, no aspect of the proposed project would divide the existing City. Additionally, the proposed project would require an update to the City's Municipal Code and zoning map, and possibly other development regulations to be consistent with the community vision. As indicated in this chapter, the proposed project is consistent with the goals of the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and would further State goals through the emphasis on design and reduction in VMT. Overall, land use and planning impacts as a result of implementation of the proposed project would be less than significant.

5.11.1 Environmental Setting

5.11.1.1 REGULATORY BACKGROUND

State Regulations

State Planning Law and California Complete Streets Act

State Planning Law (California Government Code Section 65300) requires every city in California to adopt a comprehensive, long-term general plan for physical development of a city and its sphere of influence. A general plan should consist of an integrated and internally consistent set of goals and policies that are grouped by topic into a set of elements and are guided by a citywide vision. State law requires that a general plan address eight required elements (Land Use, Circulation, Housing, Conservation, Open Space, Noise, Safety, and Environmental Justice[1]), but allows some discretion on the arrangement and content. Additionally, each of the specific and applicable requirements in the state planning law should be examined to determine if there are environmental issues within the community that the general plan should address, including but not limited to hazards and flooding.

Additionally, on September 30, 2008, Assembly Bill (AB) 1358, the California Complete Streets Act, was signed into law, becoming effective January 1, 2011. AB 1358 places the planning, designing, and building of complete streets into the larger planning framework of the general plan by requiring jurisdictions to amend their circulation elements to plan for multimodal transportation networks.

[1] Senate Bill 1000 (SB 1000) requires local governments to identify environmental justice communities (disadvantaged communities) in their jurisdictions and address environmental justice in their general plans in order to facilitate transparency and public engagement in local governments' planning and decision-making processes, reduce harmful pollutants and the associated health risks in environmental justice communities, and promote equitable access to health-inducing benefits.

Airport Land Use Compatibility

Pursuant to Section 21676 of the Public Utilities Code, prior to the amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance or building regulation within the planning boundary established by the airport land use commission pursuant to Section 21675 of the Public Utilities Code, the local agency shall first refer the proposed action to the Airport Land Use Commission. If the commission determines that the proposed action is inconsistent with the commission's plan, the referring agency shall be notified. The local agency may, after a public hearing, propose to overrule the commission by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the intent to minimize the public's exposure to excessive noise and safety hazards within areas around public airports.

Regional Regulations

Western Riverside County Multiple Species Habitat Conservation Plan

The City of Wildomar is within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The Western Riverside County MSHCP is a plan to conserve species and their habitats in western Riverside County. It covers 146 species, of which 118 are considered to be adequately conserved. The goal of the MSHCP is to maintain biological diversity while improving future economic development in the county.

The MSHCP allows signatories to issue "take" authorizations for all species covered by the MSHCP, including state- and federally listed species, as well as other identified sensitive species and/or their habitats. Each city or local jurisdiction will impose a Development Mitigation Fee for projects within their jurisdiction. With payment of the mitigation fee to the county and compliance with the survey requirements of the MSHCP where required, full mitigation in compliance with CEQA, National Environmental Policy Act (NEPA), California Endangered Species Act (CEQA), and Federal Endangered Species Act (FESA) will be achieved.

Stephens' Kangaroo Rat Conservation Plan

Within Riverside County is an established long-term Stephens' kangaroo rat habitat conservation plan (HCP). The Stephens' kangaroo rat HCP is administered by the Riverside County Habitat Conservation Agency (RCHCA) and aims to conserve 15,000 acres of occupied Stephens' kangaroo rat habitat. To date, more than 46,000 acres have been assembled in western Riverside County for this species. The RCHCA has a Section 10A permit granted by USFWS that allows for take of Stephens' kangaroo rat as part of development activity. FESA defines take as any attempt to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect, or to attempt to engage in any such conduct as it relates to Stephens' kangaroo rat. As individual projects are proposed and approved in the Stephens' kangaroo rat HCP area, public and private land developers are required to pay a Stephens' kangaroo rat mitigation fee for land that is developed and removes Stephens' kangaroo rat habitat. This streamlined process benefits developers in the Stephens' kangaroo rat HCP area because projects in this area do not require individual review and approval by the wildlife agencies.

The activities covered by the plan fall into three categories:

1. Actions by private landowners, local and regional public agencies, public and private utilities, and farmers that are otherwise lawful but constitute incidental take of Stephens' kangaroo rat as defined by the FESA and CESA.
2. Establishment and management of permanent Stephens' kangaroo rat reserves by the RCHCA in cooperation with other public agencies and individual landowners.
3. Implementation by the RCHCA and its member agencies of the conservation, mitigation, and monitoring measures specified in this plan.

The current Mitigation Fee is $500 per gross acre of the parcels proposed for development within the Stephens' kangaroo rat HCP fee area.

Western Riverside Council of Governments

The purpose of the Western Riverside Council of Governments (WRCOG) is to unify Western Riverside County. WRCOG is comprised of representatives from 18 cities, Riverside County Board of Supervisors, and the Eastern and Western Municipal Water Districts. WRCOG's 2022-2027 Strategic Plan establishes the following seven goals and provides strategies to meet these goals:

1. Serve as an advocate at the regional, state, and federal level for the Western Riverside subregion.
2. Identify and help secure grants and other potential funding opportunities for projects and programs that benefit member agencies.
3. Ensure fiscal solvency and stability of the WRCOG.
4. Communicate proactively about the role and activities of the Council of Governments.
5. Develop projects and programs that improve infrastructure and sustainable development in the subregion.
6. Develop and implement programs that support resilience of the region.
7. Provide a safe, inclusive environment that values employees.

WRCOG implements two transportation plans—the Transportation Uniform Mitigation Fee (TUMF) program, which ensures that new development pays its fair share for the increased traffic that it creates on regional infrastructure, and the Western Riverside County Active Transportation Plan (ATP), which aims to improve transportation choices in the subregion and benefit all residents, employees, and visitors by identifying regional facilities to provide more transportation options.

Southern California Association of Governments

SCAG is a council of governments representing Imperial, Los Angeles, Orange, San Bernardino, Riverside, and Ventura counties. SCAG is the federally recognized metropolitan planning organization (MPO) for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for

addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's MPO, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation, and other agencies in preparing regional planning documents. SCAG's regional plans aim to achieve specific regional objectives. The plans most applicable to the proposed project are discussed below.

Regional Transportation Plan/Sustainable Communities Strategy

On September 3, 2020, SCAG adopted the 2020-2045 RTP/SCS which encompasses four principles—mobility, economy, healthy/complete communities, and environment—that are important to the region's future. The 2020 RTP/SCS explicitly lays out goals related to housing, transportation technologies, equity, and resilience in order to adequately reflect the increasing importance of these topics in the region.

Local Regulations

City of Wildomar Municipal Code

Title 17, Zoning, of the Wildomar Municipal Code, identifies the types of permitted land uses on all parcels throughout the various assigned zoning districts. The current Zoning Ordinance identifies development standards and requirements per zoning district, such as building height limit, setback requirements, landscaping, parking, and so forth.

Specific Plans

Specific plans allow for flexibility in design and customized development standards tailored to specific needs and conditions. The specific plan is one of the most creative tools available for guiding and regulating development, but also requires considerable attention to detail. As specified by the California Government Code, a specific plan must be consistent with the General Plan and must respond to all the required General Plan topics to the extent that they apply to the area in question.

5.11.1.2 EXISTING CONDITIONS

The City occupies approximately 24 square miles, the majority of which is developed with established residential, commercial, industrial, recreational, and institutional uses. The I-15, which runs in a north-south direction, physically divides the City. There are no airports in the City of Wildomar. The nearest airport to the City is Skylark Airport (publicly known as Skydive Elsinore), which is a private airstrip in Lake Elsinore, approximately 425 feet west of the City's western boundary. The nearest public airport, which is approximately 4.8 miles southeast of Wildomar, is the French Valley Airport in Murrieta.

Figure 3-3, *Existing Land Use Plan,* shows the existing land use designations in the City, and Table 3-1, *Proposed General Plan Buildout,* shows the existing and proposed buildout in the City.

5.11.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

LU-1 Physically divide an established community.

LU-2 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.

5.11.3 Proposed General Plan Goals and Policies

Land Use Element

GOAL LU 1 Administration: The General Plan is utilized as the guiding planning document for the City and as the basis for regional collaboration.

- **Policy LU-1.1 Regional Planning Efforts.** Wildomar shall participate in regional efforts to address issues of mobility, transportation, traffic congestion, economic development, air and water quality, and watershed and habitat management with Riverside County, neighboring cities, local and regional agencies, stakeholders, and tribal governments.

- **Policy LU-1.2 Specific, Master and Corridor Plans.** Specific, Master and Corridor Plans may be utilized to facilitate more detailed land use and planning for targeted sites or areas of the City, insofar as they are consistent with the goals and policies of the General Plan.

- **Policy LU-1.3 Development Clustering and Density Transfers.** Allow development clustering and/or density transfers to preserve open space, natural resources, cultural and/or biologically sensitive resources.

- **Policy LU-1.4 Internal Consistency.** All General Plan elements must be internally consistent and hold equal status. Updates to individual elements or the General Plan in its entirety, shall ensure that internal consistency is maintained between all elements.

- **Policy LU-1.5 Lot Mergers.** Where lot sizes impede redevelopment opportunities, encourage merging of adjacent lots to provide sites of adequate size and dimension to allow for redevelopment.

GOAL LU 2 Development Capacity: Responsible growth through well-planned development provides for the needs of Wildomar's residents and businesses, makes efficient use of land and infrastructure, protects important environmental resources, promotes the health of the community, and maintains the unique character distinguishing the City as a special place in the region.

- **Policy LU-2.2 Population Density Standard.** Pursuant to State law, each land use designation that provides for residential development is assigned a population density standard for the purposes of projection and infrastructure planning. These population density standards are relevant only for general

planning purposes, and shall not be interpreted as constituting legal limitations on the number of persons who may reside at any particular location or parcel.

- **Policy LU-3.1 Cottonwood Canyon.** Encourage lot mergers consistent with the land use and zoning designations for this area to establish developable lots that meet minimum thresholds for health and safety of onsite water treatment or require new development to provide for the extension or development of full public sewerage and water services.

- **Policy LU-3.2 Sedco.** Work with utility providers to improve infrastructure in the Sedco area and explore opportunities to expand the provision of public services. Explore opportunities to ensure current residents, including renters, benefit from investments in infrastructure improvements.

- **Policy LU-3.3 Old Town.** Recognize Old Town as the traditional heart of Wildomar and explore opportunities to enhance the area as a center of activity reflecting the City's heritage. Seek to leverage vacant and underutilized sites and publicly-owned parcels to activate the area with an events and community space reflecting a unique character and identity.

- **Policy LU-3.4 Hidden Springs/Wyman Road Specific Plan Area.** Prior to any development within this 160+/- acre area, require preparation of a Specific Plan and accompanying EIR for the redevelopment area generally south of Clinton Keith Road, west of I-15 freeway, and east of Palomar Street that accommodates a mixed-use development reflecting a high quality of design that enhances the City's visibility and identity, provides housing opportunities in close proximity to resources, and contributes to the City's economic development goals. Light industrial/business park uses are permitted as long as they occupy not more than 35 percent of the area and are located and designed to be compatible with other uses.

- **Policy LU-3.5 Wildomar Trail/I-15 Project Area.** The area bounded by the I-15 freeway, Wildomar Trail, Susan Drive and La Estrella Street is recognized as a unique economic development opportunity zone in the City and warrants a coordinated planning and development approach (such as a Specific Plan, Area Plan or Vision Plan) to maximize the potential to establish a mixed-use community that enhances the City's visibility and identity.

- **Policy LU-3.6 Clinton Keith Corridor.** Engage in an advance planning process (such as a Specific Plan, Corridor Plan or Vision Plan) to identify goals and actions to improve the economic and community development qualities of the Clinton Keith Road Corridor and ensure that uses that meet the community's objectives are developed.

- **Policy LU-3.7 Mission Trial Corridor.** Engage in an advance planning process (such as a Specific Plan, Corridor Plan or Vision Plan) to identify goals and actions to improve the economic and community development qualities of the Mission Trail Corridor.

GOAL LU 4 Urban Form: A City of distinct centers and corridors surrounded by neighborhoods and connected to a network of parks and open spaces.

- **Policy LU-4.1 Patterns and Distribution of Uses and Density.** Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Plan (Figure LU-1) to promote efficient development; reduce automobile dependence and greenhouse gas emissions; ensure compatibility among uses; enhance community livability and health; and sustain economic vitality.

GOAL LU 8 Residential Neighborhoods: A City composed of neighborhoods with a variety of housing types that are desirable places to live, contribute to the quality of life, and are well maintained.

- **Policy LU-8.2 Connections and Linkages.** Integrate networks of parks, plazas, public squares, bicycle trails and pedestrian paths into new residential development to provide both connections within each community and linkages with surrounding features and neighborhoods.

GOAL LU-9 Commercial Areas: Vital, active, prosperous, and well-designed commercial centers and corridors offer a diversity of goods, services, and entertainment and contribute a positive experience for Wildomar's residents and visitors.

- **Policy LU-9.4 Internal and External Connections.** Encourage the provision of non-vehicular access between commercial uses and adjoining neighborhoods and the development of internal cross-connections between commercial uses so as to reduce the number of curb cuts and number of vehicle trips on adjacent roadways.

GOAL LU-11 Industrial Uses: Light industrial uses are accommodated to enhance economic activity and are located and designed in a compatible manner with surrounding land uses.

- **Policy LU-11.1 Protect from Incompatible Uses.** Protect industrial lands from encroachment of incompatible or sensitive uses, such as residential or schools, that could be impacted by industrial activity.

- **Policy LU-11.3 Integration of Complimentary Uses.** Support the integration of complimentary uses in areas designated as "Light Industrial" supporting local employees and that may attract active use, such as "maker" spaces, arts & crafts, point of sale retail and recreation facilities, provided that these are compatible and do not detrimentally impact the primary industrial function of the area.

Circulation Element

- **Policy CI-1.8 Enhance Connectivity.** When feasible, require developments to incorporate short block spacing and a strong street grid network as a means to enhance connectivity for all travel modes. Encourage the inclusion of non-motorized transportation corridors, such as paseos, promenades, and multi-use paths to improve connectivity along long blocks or non-continuous streets.

GOAL CI 2: Pedestrian infrastructure that is safe, connected, and comfortable for users of all ages and abilities, inclusive of accessible curb ramps and sidewalks, marked crosswalks, trail connections, lighting, and pedestrian crossing features.

- **Policy CI-2.1 Pedestrian Network.** Improve pedestrian safety, comfort, and connectivity throughout the City, with an emphasis on implementing the various pedestrian route types (shown in Figure 3-1), and connections serving schools, parks, and commercial/retail centers.

- **Policy CI-2.2 Close Connectivity Gaps.** Improve pedestrian network connectivity by requiring development projects to close connectivity gaps by extending project frontage improvements to the nearest connecting sidewalk/trail, where feasible and/or where fee credit/reimbursement programs exist. Factors to be considered may include, but are not limited to: the proposed project's land use, destinations created by the project, or destinations that could be reached by occupants of the new development, the length of the gap, etc.

GOAL CI 3: A safe and connected bicycle network composed of context-appropriate bicycle facilities and supporting amenities that serve the needs of recreational and utilitarian bicyclists of all ages and abilities.

- **Policy CI-3.2 Close Connectivity Gaps.** Improve bicycle network connectivity by requiring development projects to close connectivity gaps by extending project frontage improvements to the nearest connecting bicycle facility, where feasible and/or where fee credit/reimbursement programs exist. Factors to be considered may include, but are not limited to: the proposed project's land use(s), destinations created by the project, or destinations that could be reached by occupants of the new development, the length of the gap, etc.

- **Policy CI-3.5 Connect with Adjacent Jurisdictions.** Coordinate with adjacent jurisdictions to provide continuous and uniform bicycle connections to and from neighboring communities, where feasible.

GOAL CI 4: A public transportation network that allows for convenient access to major destinations, both within Wildomar and the region.

- **Policy CI-4.3 First-Mile/Last-Mile Connectivity.** Encourage convenient and safe pedestrian and bicycle linkages to and from bus stops to provide better first-mile/last-mile connectivity. This includes connectivity to/from existing and new development and along streets providing access to the bus stops.

GOAL CI 5: Convenient and efficient vehicle circulation with minimal congestion that does not degrade pedestrian and bicycle safety, mobility, and access.

- **Policy CI-5.2 Connect with Adjacent Jurisdictions.** Work with adjacent jurisdictions to provide continuous vehicular connections to and from neighboring communities.

- **Policy CI-5.9 Connect Lake Elsinore to Interstate 15.** Continue to coordinate with the City of Lake Elsinore and respective property owners in Wildomar to identify a preferred connection between Lake Elsinore and Interstate 15 via Bundy Canyon Road. This connection will help reduce cut-through traffic on local or Collector streets in Wildomar and capitalize on the region's investment in Bundy Canyon Road.

GOAL CI 7: A comprehensive trail network that provides for equestrian mobility and alternate recreational options.

- **Policy CI-7.2 Close Connectivity Gaps.** Analyze gaps in the trail system and develop an approach for closing gaps, including property acquisition and/or dedicated easements, where necessary and feasible.
- **Policy CI-7.3 Connect with Adjacent Jurisdictions.** Leverage trails within other jurisdictions to provide connectivity from Wildomar to points beyond.

Open Space and Conservation Element

GOAL OS 1: Biological resources are protected from development, conserved, restored, and enhanced.

- **Policy OS-1.8 Protect Ridgelines.** Protect ridgelines from incompatible development that diminishes their scenic value, and ensures their conservation, preservation, and management.

GOAL OS 2: Air quality is protected from adverse environmental factors that contribute to poor air quality.

- **Policy OS-2.3 Compatible Development Siting.** Require that siting for new developments is compatible with the existing land uses and ensure that land uses for sensitive receptors such as daycares, schools, hospitals, and elderly housing are separated and protected from polluting point sources using pollution control measures such as distance, barriers, and landscaping.

Recreation and Community Services Element

GOAL RC 1: A system of parklands and recreational open spaces that meet the needs of Wildomar's current and future residents.

- **Policy RC-1.7 Land Acquisition.** Pursue the acquisition of public and private land, to provide adequate parkland as envisioned in the Parks Master Plan.

GOAL RC 2: Parkland and recreational facilities that are safe, inclusive, and sustainable.

- **Policy RC-2.1 Siting and Design.** Design new parkland and recreational facilities that are compatible with the surrounding built and natural environments, utilize sustainable best practices, and when feasible, incorporate features that reflect Wildomar's unique attributes.

GOAL RC 3: A network of well-designed trails that provide recreational opportunities and connect residents to the places that they desire to go.

- **Policy RC-3.5 Trail Connectivity.** Prioritize new trails that offer connectivity to open spaces, other trails or active transportation facilities, and local and regional destinations.

5.11.4 Environmental Impacts

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.11-1: Project implementation would not divide an established community. [Threshold LU-1]

Division of an established community commonly occurs because of development and construction of physical features that constitute a barrier to easy and frequent travel between two or more constituent parts of a community. In Wildomar, the I-15 is a physical barrier that splits the City in half. Other barriers in the City may include incomplete trails, cul-de-sacs, or noise walls in an existing neighborhood that all require use of an automobile to get around.

The design direction for the General Plan is to improve access and mobility for existing and future residents by providing vehicular connections and non-motorized transportation options. The Proposed General Plan includes Policy LU-4.1, which aims to accommodate land use development in accordance with patterns and distribution of the Land Use Plan to reduce automobile dependence; Policy CI-1.8, which requires developments to incorporate short block spacing to enhance connectivity; and Policy CI-5.2, which calls for the coordination with adjacent jurisdictions for continuous connections.

The land use pattern, intensities, and densities under the proposed project would remain generally unchanged, and future development would occur in areas that are already planned for development. These areas are accessible by major roadways as well as existing and proposed transit and pedestrian networks.

As noted above, several policies of the Proposed General Plan would not only improve connectivity, but compatibility between existing and future development. A primary goal of the Proposed General Plan is to retain the City's current character, and several policies of the proposed project address consistency of new development with existing developments using materials, siting, and other design techniques. Policy RC-1.7 which calls for the pursuing the acquisition of public and private land, to provide adequate parkland as envisioned in the Parks Master Plan., and Policy OS-2.3 requires that siting for new development is compatible with existing land uses.

No aspect of the Proposed General Plan would divide the existing City. In addition, the Proposed General Plan includes provisions that directly address land use connectivity, compatibility, and encroachment of new development on existing neighborhoods and land uses. Therefore, the Proposed General Plan would result in no impact regarding the division of an established community or land use compatibility issues.

Level of Significance Before Mitigation: Impact 5.11-1 would not be significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.11-1 would not be significant.

Impact 5.11-2: Project Implementation would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect. [Threshold LU-2]

Western Riverside County Multiple Species Habitat Conservation Plan

As demonstrated in Impact 5.4-4 of Section 5.4, *Biological Resources,* the proposed project would not conflict with the MSHCP and would be required to comply with all applicable requirements, including the payment of the MSHCP Mitigation Fee, as codified in Chapter 3.42, MSHCP Mitigation Fee, of the Wildomar Municipal Code. Therefore, impacts would be less than significant.

Airport Compatibility Planning

Airport operations and their accompanying noise and safety hazards require careful land-use planning on adjacent and nearby lands to protect the residential and business uses of a community from the potential hazards that could be created by airport operations. Airport operations and their accompanying safety and noise hazards are discussed in Section 5.9, *Hazards and Hazardous Materials*, and Section 5.13, *Noise,* of this DEIR.

The nearest airport to the City of Wildomar is the Skylark Airport in the City of Lake Elsinore, located approximately 585 feet west of the Wildomar City limits. Because Skylark Airport is a private airstrip, it does not have an Airport Land Use Compatibility Plan. According to the Caltrans Department of Aeronautics' California Airport Land Use Planning Handbook, which is designed to provide guidance for conducting airport land use compatibility planning, private airstrips are not subject to the Handbook (Caltrans 2011). As such, the responsibility for airport land use compatibility planning falls to the local government (Caltrans 2011). Because the Skylark Airport is within the City of Lake Elsinore, all compatibility planning and safety issues fall solely on the City of Lake Elsinore. Therefore, implementation of the proposed project would not impact compatibility planning of the Skylark Airport. As such, impacts would not be significant.

SCAG Connect SoCal Consistency

The 2045 population projection for Wildomar in the RTP/SCS is 55,200, which is less than the projected population for the planning period buildout of the Proposed General Plan of 65,325 people. Because the proposed project may result in the City's population exceeding the 2045 population forecast for the City, this could be considered a conflict. However, the Proposed General Plan is both consistent with the goals of the RTP/SCS and would further State goals through emphasis on design and reduction in VMT, as discussed in Table 5.11-1, *SCAG 2020-2045 RTP/SCS Goal Consistency Analysis.*

Table 5.11-1 SCAG 2020-2045 RTP/SCS Goal Consistency Analysis

RTP/SCS Goal	Consistency Analysis
G1: Encourage regional economic prosperity and global competitiveness.	**Consistent.** This RTP/SCS goal focuses on adopting policies and investments in regional infrastructure in support of improving regional economic development and competitiveness. For this reason, this goal is not directly applicable to any individual planning project such as the Proposed General Plan. Nonetheless, the Proposed General Plan would not adversely affect the ability of SCAG to align plan investments and policies with economic development and competitiveness and would contribute towards achieving this goal by advancing the other RTP/SCS goals, as discussed below. Moreover, the Proposed General Plan would further a compact development pattern by expanding land uses and intensity within the City, rather than developing new uses in undeveloped portions of the region. This planning effort is compatible with the RTP/SCS goal of implementing regional infrastructure that supports sound regional economic development and competitiveness.
G2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	**Consistent.** The proposed vehicular, bicycle, and pedestrian circulation system defined in the Proposed General Plan would be designed, developed, and maintained to meet local and regional transportation needs and would ensure efficient mobility and access. The Proposed General Plan supports the development of regional transportation facilities and would plan, design, and maintain a Citywide network of travelways for motorists, bicyclists, pedestrians, and transit riders of all ages and abilities. Project implementation would ensure travel safety and reliability for people and goods by adding important links to the City's circulation system.
G3: Enhance the preservation, security, and resilience of the regional transportation system.	**Consistent.** Project implementation would ensure reliable and safe transit within the City, which would lead to enhancing the regional transportation system.
G4: Increase person and goods movement and travel choices within the transportation system.	**Consistent.** See response to G-2.
G5: Reduce greenhouse gas emissions and improve air quality.	**Consistent.** See Section 5.2, *Air Quality,* and Section 5.8, *Greenhouse Gas Emissions,* of this DEIR, which discuss air quality and greenhouse emissions and how the Proposed General Plan, including the proposed policies, would reduce and improve air quality and reduce greenhouse gas emissions.
G6: Support healthy and equitable communities.	**Consistent.** The Proposed General Plan improves the network of bicycle and pedestrian facilities which would encourage active nonmotorized transportation modes. The availability and use of alternative transportation systems would reduce air pollutant and GHG emissions from vehicle use and would promote an active lifestyle.
G7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	**Consistent.** See response to G-5. Section 5.6, *Energy*, of this DEIR discusses energy conservation and how the Proposed General Plan would avoid and reduce inefficient, wasteful, and unnecessary consumption of energy during construction and operation.
G8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	**Consistent.** See responses to G-2 and G-6.
G9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	**Consistent.** The Proposed General Plan supports a variety of housing types ranging from Rural Mountainous to Highest Density Residential, as well as mixed-use development to encourage better connectivity to employment and commercial uses.
G10: Promote conservation of natural and agricultural lands and restoration of habitats.	**Consistent.** The Proposed General Plan would encourage intensification, which would ensure natural and agricultural lands are conserved to the maximum extent possible.

Source: SCAG 2020.

Consistency with City Land Use Plans and Regulations

The proposed project would require an update to the City's municipal code and zoning map. The City is responsible for ensuring that any outstanding zoning changes occur within a reasonable time after adoption of the Proposed General Plan. The land use designations, intensities, and densities in the City of Wildomar would largely remain as designated under the current General Plan, with additional revisions to the land use designation definitions to clarify the guidelines for clustering residences in the Rural Mountainous (RM) designation, indicate a maximum density in the Highest Density Residential (HHDR) designation, expand the allowed uses in the Light Industrial (LI) designation to allow for complimentary commercial uses, and to better define the existing Mixed Use Planning Area (MUPA) designation by creating two new distinct mixed-use designations referred to as Mixed Use Low (MUL) and Mixed Use High (MUH). The impacts of the land use changes are analyzed throughout this DEIR.

Following the amendments to the zoning code, if zoning and Proposed General Plan land use designations are not identical, the Proposed General Plan policies would be consulted for guidance in amending the Development Code for consistency with the updated General Plan during consideration of any development project. The update to the zoning code would follow this project and bring the code into consistency with the Proposed General Plan and would tier from this EIR. Once the Development Code is amended, there will be no inconsistencies between the Proposed General Plan and Development Code.

Level of Significance Before Mitigation: Impact 5.11-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.11-2 would be less than significant.

5.11.5 Cumulative Impacts

The cumulative setting is Riverside County; land uses within the area are regulated by individual agencies through their respective adopted general plans and development codes. Jurisdictional boundaries limit implementation of regional mitigation by any one city, and therefore, coordination of development for road connectivity and adjacent development is important.

Future land and transportation development associated with the Proposed General Plan includes dwelling units, residents, employment, industry, and connectivity to important transportation and employment centers in the region. This DEIR evaluates projected development, along with future development in surrounding municipalities, which will result in impacts to the region. The overarching impact is one of traffic and the indirect impacts associated with more vehicles on roadways. As the region grows, the increase in traffic will result in more noise, air pollution, and greenhouse gas emissions. All cities within the county are required to address these issues in their respective general plans and development procedures. The City will work with the Riverside County Transportation Commission and Riverside Transit Agency to update the current RTP/SCS on the four-year cycle. While implementation of the Proposed General Plan would increase development in

the City and region, it would not combine with other development in the region to physically divide a community or result in inconsistencies with plans adopted to avoid or mitigate an environmental effect. Therefore, the Proposed General Plan's contribution to a cumulative effect would be less than considerable.

5.11.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.11-1 and 5.11-2.

5.11.7 Mitigation Measures

No mitigation measures are required.

5.11.8 Level of Significance After Mitigation

All impacts would be less than significant.

5.11.9 References

California Department of Transportation (Caltrans). 2011, October. California Airport Land Use Planning Handbook. https://dot.ca.gov/-/media/dot-media/programs/aeronautics/documents/californiaairportlanduseplanninghandbook-a11y.pdf

Southern California Association of Governments (SCAG). 2020, May 7, 20120–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). https://www.connectsocal.org/Documents/Adopted/fConnectSoCal-Plan.pdf.

5.12 MINERAL RESOURCES

Minerals are defined as any naturally occurring chemical elements or compounds, formed from inorganic processes and organic substances. A minable mineral or an "ore deposit" is defined as a deposit of ore or mineral having a value materially in excess of the cost of developing, mining and processing the mineral and reclaiming the project area.

This section describes the regulatory framework and existing conditions of the City of Wildomar and evaluates the potential impacts to mineral resources from future development that could occur by adopting and implementing the proposed project. A summary of the relevant regulatory framework and existing conditions is followed by a discussion of potential impacts and cumulative impacts related to implementation of the proposed project.

FOCAL POINT

The City is designated as Mineral Resources Zone 3 (MRZ-3), which indicates that the significance of mineral deposits cannot be determined from the available data. A mining pit in the City, Bundy Canyon Pit, is currently operational. When mining operations cease, the land is expected to be used for residential uses and other uses compatible with residential subdivisions. Additionally, a federal lode mining claim, the Baxty Queen, conducts small-scale prospecting and mining for mineral resources including rare earth elements and precious gem materials. Although future construction activities surrounding the federal lode can release dust containing uranium and thorium, compliance with AQMD Rule 403, which requires dust control for earth-moving activities, and implementation of Mitigation Measure MIN-1, which requires the inspection of geologic features for projects within 100 feet of the federal lode, would reduce impacts.

5.12.1 Environmental Setting

5.12.1.1 REGULATORY BACKGROUND

State

Surface Mining and Reclamation Act

California's Surface Mining and Reclamation Act of 1975, referred to as SMARA, was enacted to address the need for a continuing supply of mineral resources, and to prevent or minimize the negative impacts of surface mining to public health, property, and the environment. Requirements for SMARA are codified under Public Resources Code Sections 2710 et seq. Under state law, all mining operations are required to obtain permits prior to commencing operations and abide by local and state operating requirements. Mining operations are also required to have appropriate reclamation plans in place, provide financial assurances, and abide by state and local environmental laws.

Classification

The California Geological Survey's Mineral Resources Project provides information about California's nonfuel mineral resources. The Mineral Resources Project classifies lands throughout the state that contain

regionally significant mineral resources per SMARA. Nonfuel mineral resources include metals such as gold, silver, iron, and copper; industrial metals such as boron compounds, rare-earth elements, clays, limestone, gypsum, salt and dimension stone; and construction aggregate including sand, gravel, and crushed stone. Development generally results in a demand for minerals, especially construction aggregate. Urban preemption of prime deposits and conflicts between mining and other uses throughout California led to passage of the SMARA, which requires all cities and counties to incorporate in their General Plans the mapped designations approved by the State Mining and Geology Board.

The classification process involves the determination of Production-Consumption (P-C) Region boundaries, based on identification of active aggregate operations (Production) and the market area served (Consumption). The P-C regional boundaries are modified to include only those portions of the region that are urbanized or urbanizing and are classified for their aggregate content. An aggregate appraisal further evaluates the presence or absence of significant sand, gravel, or stone deposits that are suitable sources of aggregate. The classification of these mineral resources is a joint effort of the state and the local governments. It is based on geologic factors and requires that the State Geologist classify the mineral resources area as one of the four Mineral Resource Zones (MRZ) as described below.

- **MRZ-1.** A Mineral Resource Zone where adequate information indicates that no significant mineral deposits are present or likely to be present.
- **MRZ-2.** A Mineral Resource Zone where adequate information indicates that significant mineral deposits are present, or a likelihood of their presence and development should be controlled.
- **MRZ-3.** A Mineral Resource Zone where the significance of mineral deposits cannot be determined from the available data.
- **MRZ-4.** A Mineral Resource Zone where there is insufficient data to assign any other MRZ designation.

As part of the classification process, an analysis of site-specific conditions is utilized to calculate the total volume of aggregates within individually identified Resource Sectors. Resource Sectors are MRZ-2 areas identified as having regional or statewide significance. Anticipated aggregate demand in the P-C Regions for the next 50 years is then estimated and compared to the total volume of aggregate reserves identified within the P-C Region.

Designation

Once a classification report has been completed, the State Mining and Geology Board may choose, based on recommendations from the State Geologist, to proceed with the second step in SMARA's mineral land identification process, designation of those mineral deposits that are of regional or statewide significance. In contrast to classifications, which inventory mineral deposits without regard to land use or land ownership, the purpose of a designation is to identify deposits that are potentially available from a land-use perspective and are of prime importance in meeting future needs of the region or state.

Mining Claims

A mining claim is a parcel of land for which the claimant has asserted a right of possession and the right to develop and extract a discovered, valuable, mineral deposit. This right does not include exclusive surface rights (see Public Law 84-167) (BLM 2023a).

Types of Claims

- **Lode Claims.** Deposits subject to lode claims include classic veins or lodes having well-defined boundaries. They also include other rock in-place bearing valuable minerals and may be broad zones of mineralized rock. Examples include quartz or other veins bearing gold, gems, or other metallic minerals and large volume, but low-grade disseminated gold deposits. Descriptions are by metes and bounds surveys beginning at the discovery point on the claim and including a reference to natural objects or permanent monuments. Federal statute limits their size to a maximum of 1500 feet in length and a maximum width of 600 feet (300 feet on either side of the vein).

- **Placer Claims.** Placer claims are defined as "…including all forms of deposit, excepting veins of quartz, or other rock in-place." In other words, every deposit not located with a lode claim should be appropriated by a placer location. Placer claims, where practicable, are located by legal subdivision (aliquot part and complete lots). The maximum size is 20 acres per locator, and the maximum for an association placer is 160 acres for 8 or more locators. The maximum size for a corporation is 20 acres per claim. Corporations may not locate association placer claims unless they are in association with other locators or corporations as co-locators (BLM 2023a).

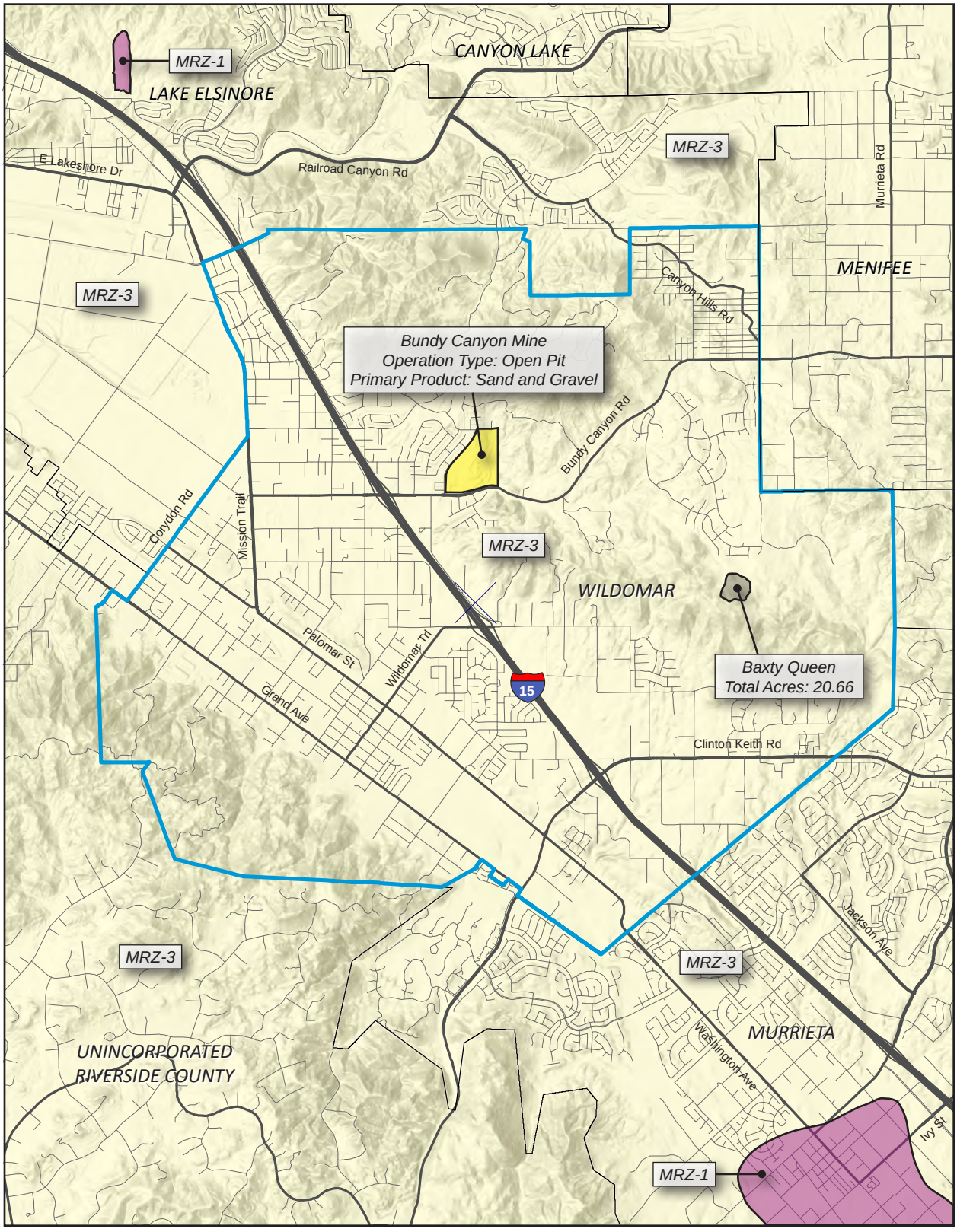
5.12.1.2 EXISTING CONDITIONS

Mineral resources are naturally occurring chemicals, elements, or compounds formed by inorganic processes or organic substances. These resources include bituminous rock, gold, sand, gravel, clay, crushed stone, limestone, diatomite, salt, borate, potash, geothermal, petroleum, and natural gas resources. Construction aggregate, another mineral resource, refers to sand and gravel (natural aggregates) and crushed stone (rock) that are used as Portland cement-concrete (PCC) aggregate, asphaltic-concrete aggregate, road base, railroad ballast, riprap, fill, and the production of other construction materials.

The entire City is designated as MRZ-3, which is a zone where the significance of mineral deposits cannot be determined from the available data (CDC 2014). According to the California Department of Conservation, there is one mine, the Bundy Canyon Pit Mine (Mine # 91-33-0049), located within the northern portion of the City, as shown on Figure 5.12-1, *Mineral Resources and Mines* (CDC 2016). The Bundy Canyon Pit is an open pit under the jurisdiction of Riverside County; the primary products from this mine are sand and gravel. In 2021, the mine produced approximately 3,552 short tons of material, which was based on road maintenance demands for the area (CDC 2021).

As shown on Figure 5.12-1, there is a federal lode mining claim (Baxty Queen; Serial Number: CA101336381) maintained by the Bureau of Land Management (BLM) within the eastern portion of the City. The federal lode mining claim is approximately 20.66 acres and operates minimal mining activities for rare earth element (REE) and niobium-tantalum containing minerals (such as columbite, tantalite, allanite, zirconolite) as well as semi-precious gem material (including transparent quartz, smoky quartz, and epidote crystals) (BLM 2023b).

Figure 5.12-1 - Mineral Resources and Mines



Source: Generated using ArcMap 2022.

5.12.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

M-1 Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

M-2 Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

5.12.3 Proposed General Plan Goals and Policies

There are no applicable policies pertaining to mineral resources.

5.12.4 Environmental Impacts

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.12-1: Project implementation could result in the loss of availability of a known mineral resource. [Thresholds M-1 and M-2]

The City of Wildomar is designated as MRZ-3, which is an area where the significance of mineral deposits cannot be determined from available data. Therefore, the City does not have any identifiable significant mineral deposits.

However, a federal lode-mining claim, the Baxty Queen, is in the eastern portion of the City. The BLM permits the mining claim to conduct small-scale prospecting and mining for mineral resources, such as REE and precious gem materials. According to Figure 3-4, *Proposed Land Use Plan,* the federal lode is designated Rural Mountainous (RM), which allows for clustering of residential uses to minimize grading and alteration of natural landforms, as well as to avoid sensitive natural habitat areas and hazardous conditions.

Although future projects would not occur within the federal lode, construction that is proximate or adjacent to the federal lode may lead to exposure of known mineral resources, such as pegmatite dikes that belong to the Paloma Ring Complex and Gabbro–Undifferentiated.

Mineral resources such as REEs, that can be found in pegmatite dikes in the Paloma Ring Complex, often contain impurities of uranium and thorium. Future construction activities surrounding the federal lode, such as grading, can create and release dust containing uranium and thorium. While REEs are important and valuable, these deposits are minimal, and therefore, REEs are unlikely to create a significant impact.

Additionally, all future development would comply with the AQMD Rule 403, which requires dust control for earth-moving activities and would reduce potential impacts of uranium- and thorium-containing dust on workers and residents. Nonetheless, future development within 100 feet of the federal lode would implement Mitigation Measure MIN-1, which requires the inspection of geologic features within a project site by a

qualified geology professional to determine the discovery of a unique geologic unit and follow the proper protocols.

Moreover, the Bundy Canyon Pit, which is a mining site that primarily extracts sand and gravel, is in the northern portion of the City. According to Figure 3-4, the Bundy Canyon Pit is designated as Public Facilities (PF), which allows for civic uses such as City administrative buildings and schools.

Although future projects would not occur within the Bundy Canyon Pit while mining operations are in effect, development that is proximate or adjacent to the mine may expose residents to dust as a result of mining and/or transporting sand and gravel products.

The anticipated production amount of the Bundy Canyon Pit is 38,300 cubic yards per year, depending on demand, and the estimated life of operation is approximately 25 years (CDC 2021). When mining operations at the Bundy Canyon Pit cease, it is anticipated that the land will be used for residential uses or other uses compatible with residential subdivisions (CDC 2021).

Therefore, while the entire City is designated as MRZ-3, future development proximate and/or adjacent to the federal lode mining claim could result in the loss of gemstones or rare earth elements.

Level of Significance Before Mitigation: Impact 5.12-1 would be potentially significant.

Mitigation Measures

MIN-1 Prior to blasting non-rippable bedrock within 100 feet of the federal lode, outcrops shall be inspected for pegmatite dikes or other geological features considered favorable for gemstones or rare earth elements by an experienced igneous petrologist with a master's degree and/or Ph.D. in Geology. If geological units containing museum quality gemstones or anomalously high concentrations of rare earth elements are found, representative specimens shall be documented and provided to an accredited repository such as the University of California, Riverside Earth and Planetary Sciences Museum, the Western Science Center in Riverside County, or any other local museum or repository willing and able to accept and house the resources to preserve for future scientific study.

Level of Significance After Mitigation: Impact 5.12-1 would be less than significant.

5.12.5 Cumulative Impacts

The cumulative impact on mineral resources is evaluated based on the potential impacts of past and future development in the City of Wildomar. The entire City is designated as MRZ-3, indicating that the significance of mineral deposits cannot be determined from available data. The areas surrounding the City are also designated MRZ-3, with the exception of two portions that are designated MRZ-1. However, as future development under the proposed project would occur within the City limits, the proposed project would not contribute to a cumulative loss of mineral resources. Therefore, this impact would be less than cumulatively considerable.

5.12.6 Level of Significance Before Mitigation

Without mitigation, the following impacts would be **potentially significant**:

- **Impact 5.12-1** Future development could result in the loss of mineral resources.

5.12.7 Mitigation Measures

Impact 5.12-1

MIN-1 Prior to blasting non-rippable bedrock within 100 feet of the federal lode, outcrops shall be inspected for pegmatite dikes or other geological features considered favorable for gemstones or rare earth elements by an experienced igneous petrologist with a master's degree and/or Ph.D. in Geology. If geological units containing museum quality gemstones or anomalously high concentrations of rare earth elements are found, representative specimens shall be documented and provided to an accredited repository such as the University of California, Riverside Earth and Planetary Sciences Museum, the Western Science Center in Riverside County, or any other local museum or repository willing and able to accept and house the resources to preserve for future scientific study.

5.12.8 Level of Significance After Mitigation

Mitigation Measure MIN-1 would ensure outcrops within 100 feet of the federal lode would be inspected prior to blasting non-rippable bedrock. Therefore, impacts would be less than significant.

5.12.9 References

Bureau of Land Management (BLM) 2023a, August 28 (accessed). Mining Claims. https://www.blm.gov/programs/energy-and-minerals/mining-and-minerals/locatable-minerals/mining-claims#:~:text=A%20mining%20claim%20is%20a,Public%20Law%2084%2D167.

———. 2023b, August 28 (accessed). Mining Claims (MASS) Serial Register Page: Serial Number CAMC312411. https://reports.blm.gov/report.cfm?application=MLRS&report=108&sn=CAMC312411.

California Department of Conservation (CDC). 2014. Updated Mineral Land Classification Map for Portland Cement Concrete-Grade Aggregate in the Temescal Valley Production Area, Riverside County, California. https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc.

———. 2016. Mines Online Map. https://maps.conservation.ca.gov/mol/index.html.

———. 2022, November 15. Notice of Completion of Inspection. https://mods.conservation.ca.gov/documents?mineid=91330049.

5.13 NOISE

This section evaluates the potential for implementation of the proposed project to result in noise impacts in the City. This section discusses the fundamentals of sound; examines federal, State, and local noise guidelines, policies, and standards; evaluates potential noise and vibration impacts associated with the proposed project; and provides feasible mitigation to reduce noise and vibration impacts at sensitive locations. Noise monitoring and modeling data are in Appendix 5.13-1 to this DEIR .

FOCAL POINT

Generally, Wildomar is a quiet community with most noise associated with traffic on I-15 and major roadways like Bundy Canyon and Clinton Keith. As the City grows, construction noise may become a larger issue, particularly in the focus areas that may be near existing homes and schools. While temporary, the noise can still be an annoyance to neighbors. Although the noise ordinance limits when construction can occur, it is not always possible to restrict the timing. Traffic noise is almost directly related to vehicle speed with higher speeds being louder than slower speeds. As traffic increases in the City it is likely that noise will also increase. Construction activities would result in noise increases within the vicinity of the projects. Individual construction developments for future projects would expose other uses to levels of groundborne vibration. Other noise impacts range from children's laughter in parks and schools, to lawn mowers and leaf blowers in residential areas. These noises, while occasionally annoying, are also signs of a vibrant community.

5.13.1 Environmental Setting

5.13.1.1 NOISE AND VIBRATION FUNDAMENTALS

Noise is defined as unwanted sound and, when overexposed, is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Although sound can be easily measured, the perception of noise and the physical response to sound complicate the analysis of its impact on people. People judge the relative magnitude of sound sensation in subjective terms such as "noisiness" or "loudness." Following are brief definitions of terminology used in this section.

Terminology

- **Sound.** A disturbance created by a vibrating object, which when transmitted by pressure waves through a medium such as air, is capable of being detected by the human ear or a microphone.
- **Noise.** Sound that is loud, unpleasant, unexpected, or otherwise undesirable.
- **Decibel (dB).** A unitless measure of sound on a logarithmic scale.
- **A-Weighted Decibel (dBA).** An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.

- **Equivalent Continuous Noise Level (L_{eq}).** The mean of the noise level, energy averaged over the measurement period.

- **L_{max}.** The maximum root-mean-square noise level during a measurement period.

- **Statistical Sound Level (L_n).** The sound level that is exceeded "n" percent of time during a given sample period. For example, the L_{50} level is the statistical indicator of the time-varying noise signal that is exceeded 50 percent of the time (during each sampling period), meaning that half of the sampling time, the changing noise levels are above this value and half of the time they are below it. This is called the "median sound level." The L_{10} level, likewise, is the value that is exceeded 10 percent of the time (*i.e.,* near the maximum) and this is often known as the "intrusive sound level." The L_{90} is the sound level exceeded 90 percent of the time and is often considered the "effective background level" or "residual noise level."

- **Day-Night Sound Level (L_{dn} or DNL).** The energy-average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the sound levels occurring during the period from 10:00 PM to 7:00 AM.

- **Community Noise Equivalent Level (CNEL).** The energy-average of the A-weighted sound levels occurring during a 24-hour period, with 5 dB added to the levels occurring during the period from 7:00 PM to 10:00 PM, and 10 dB added to the sound levels occurring during the period from 10:00 PM to 7:00 AM. Note: For general community/environmental noise, CNEL and L_{dn} values rarely differ by more than 1 dB. As a matter of practice, L_{dn} and CNEL values are considered to be equivalent/interchangeable and are treated as such in this assessment.

- **Peak Particle Velocity (PPV).** The peak rate of speed at which soil particles move (*e.g.,* inches per second) due to ground vibration.

- **Sensitive Receptor.** Noise- and vibration-sensitive receptors include land uses where quiet environments are necessary for enjoyment and public health and safety. Residences, schools, motels and hotels, libraries, religious institutions, hospitals, and nursing homes are examples.

- **Vibration Decibel (VdB).** A unitless measure of vibration, expressed on a logarithmic scale and with respect to a defined reference vibration velocity. In the U.S., the standard reference velocity is 1 micro-inch per second ($1x10^{-6}$ in/sec).

Sound Fundamentals

Sound is a pressure wave transmitted through the air. It is described in terms of loudness or amplitude (measured in decibels), frequency or pitch (measured in Hertz [Hz] or cycles per second), and duration (measured in seconds or minutes). The standard unit of measurement of the loudness of sound is the decibel. The human ear is not equally sensitive to all frequencies. Sound waves below 16 Hz are not heard at all and are "felt" more like a vibration. Similarly, while people with extremely sensitive hearing can hear sounds as high as 20,000 Hz, most people cannot hear above 15,000 Hz. In all cases, hearing acuity falls off

rapidly above about 10,000 Hz and below about 200 Hz. Since the human ear is not equally sensitive to sound at all frequencies, a special frequency dependent rating scale is usually used to relate noise to human sensitivity. The A-weighted decibel scale performs this compensation by weighting frequencies in a manner approximating the sensitivity of the human ear.

Changes of 1 to 3 dBA are detectable under quiet, controlled conditions and changes of less than 1 dBA are usually indiscernible. A 3 dBA change in noise levels is considered the minimum change that is detectable with human hearing in outside environments. A change of 5 dBA is readily discernable to most people in an exterior environment whereas a 10 dBA change is perceived as a doubling (or halving) of the sound.

Sound Measurement

Sound pressure is measured through the A-weighted measure to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies.

Unlike linear units such as inches or pounds, decibels are measured on a logarithmic scale, representing points on a sharply rising curve. On a logarithmic scale, an increase of 10 dBA is 10 times more intense than 1 dBA, 20 dBA is 100 times more intense, and 30 dBA is 1,000 times more intense. A sound as soft as human breathing is about 10 times greater than 0 dBA. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. Ambient sounds generally range from 30 dBA (very quiet) to 100 dBA (very loud).

Sound levels are generated from a source and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. This phenomenon is known as "spreading loss." For a single point source, sound levels decrease by approximately 6 dBA for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by on-site operations from stationary equipment or activity at a project site. If noise is produced by a line source, such as highway traffic, the sound decreases by 3 dBA for each doubling of distance in a hard-site environment. Line source noise in a relatively flat environment with absorptive vegetation decreases by 4.5 dBA for each doubling of distance.

Time variation in noise exposure is typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called L_{eq}), or alternately, as a statistical description of the sound level that is exceeded over some fraction of a given observation period. These "Ln" values are typically used to demonstrate compliance for stationary noise sources with a city's or county's noise ordinance, as discussed below. Other values typically noted during a noise survey are the L_{min} and L_{max}. These values represent the minimum and maximum root-mean-square noise levels obtained over the measurement period.

Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, State law, as well as cities and counties, require that, for planning purposes, an artificial dBA increment be added to quiet time noise levels in a 24-hour noise descriptor called the CNEL or DNL/Ldn.

Psychological and Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects our entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure, functions of the heart, and the nervous system. Extended periods of noise exposure above 90 dBA can result in permanent hearing damage. When the noise level reaches 120 dBA, even short-term exposure causes a tickling sensation in the ear, called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation becomes painful, called the threshold of pain. Table 5.13-1, *Typical Noise Levels,* shows typical noise levels from familiar noise sources.

Table 5.13-1 Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Onset of physical discomfort	120+	
	110	Rock band (near amplification system)
Jet flyover at 1,000 feet		
	100	
Gas lawn mower at 3 feet		
	90	
Diesel truck at 50 feet, at 50 mph		Food blender at 3 feet
	80	Garbage disposal at 3 feet
Noisy urban area, daytime		
	70	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	60	
		Large business office
Quiet urban daytime	50	Dishwasher, next room
Quiet urban nighttime	40	Theater or large conference room (background)
Quiet suburban nighttime		
	30	Library
Quiet rural nighttime		Bedroom at night or concert hall (background)
	20	
		Broadcast/recording studio
	10	
Lowest threshold of human hearing	0	Lowest threshold of human hearing

Source: Caltrans 2013a.

Vibration Fundamentals

Vibration is an oscillating motion in the earth. Like noise, vibration is transmitted in waves, but through the earth or solid objects. Unlike noise, vibration is typically of a frequency that is felt rather than heard.

Vibration can be natural—such as earthquakes, volcanic eruptions, or landslides—or human-caused, such as explosions, heavy machinery, or trains. Both natural and human-caused vibration may be continuous, such as from operating machinery, or impulsive, as from an explosion.

As with noise, vibration can be described by both its amplitude and frequency. Amplitude can be characterized in three ways—displacement, velocity, and acceleration. Particle displacement is a measure of the distance that a vibrated particle travels from its original position; for the purposes of soil displacement, it is typically measured in inches or millimeters. Particle velocity is the rate of speed at which soil particles move in inches per second or millimeters per second. Table 5.13-2, *Human Reaction to Typical Vibration Levels,* presents the human reaction to various levels of peak particle velocity.

Table 5.13-2 Human Reaction to Typical Vibration Levels

Vibration Level Peak Particle Velocity (in/sec)	Human Reaction	Effect on Buildings
0.006–0.019	Threshold of perception, possibility of intrusion	Vibrations unlikely to cause damage of any type
0.08	Vibrations readily perceptible	Recommended upper level of vibration to which ruins and ancient monuments should be subjected
0.10	Level at which continuous vibration begins to annoy people	Virtually no risk of "architectural" (*i.e.,* not structural) damage to normal buildings
0.20	Vibrations annoying to people in buildings	Threshold at which there is a risk to "architectural" damage to normal dwelling—houses with plastered walls and ceilings
0.4–0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage

Source: Caltrans 2013b.

Vibrations also vary in frequency, and this affects perception. Typical construction vibrations fall in the 10 to 30 Hz range and usually occur around 15 Hz. Traffic vibrations exhibit a similar range of frequencies; however, due to their suspension systems, buses often generate frequencies around 3 Hz at high vehicle speeds. It is less common, but possible, to measure traffic frequencies above 30 Hz.

The way in which vibration is transmitted through the earth is called propagation. As vibration waves propagate from a source, the energy is spread over an ever-increasing area such that the energy level striking a given point is reduced with the distance from the energy source. This geometric spreading loss is inversely proportional to the square of the distance. Wave energy is also reduced with distance as a result of material damping in the form of internal friction, soil layering, and void spaces. The amount of attenuation provided by material damping varies with soil type and condition as well as the frequency of the wave.

5.13.1.2 REGULATORY BACKGROUND

Federal Regulations

Federal Highway Administration

Proposed federal or federal-aided highway construction projects at a new location, or the physical alteration of an existing highway that significantly changes the horizontal or vertical alignment or increases the number of through-traffic lanes, require an assessment of noise and consideration of noise abatement per the Code of Federal Regulations Title 23, Part 772, "Procedures for Abatement of Highway Traffic Noise and Construction Noise." The Federal Highway Administration (FHWA) has adopted noise abatement criteria for sensitive receivers—such as picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals—when "worst-hour" noise levels approach or exceed 67 dBA L_{eq} (FHWA 2017).

U.S. Environmental Protection Agency

In addition to FHWA standards, the U.S. Environmental Protection Agency (EPA) has identified the relationship between noise levels and human response. The EPA determined that over a 24-hour period, an L_{eq} of 70 dBA will result in some hearing loss. Interference with activity and annoyance will not occur if exterior levels are maintained at an L_{eq} of 55 dBA and interior levels at or below 45 dBA. These levels are relevant to planning and design and useful for informational purposes, but they are not land use planning criteria because they do not consider economic cost, technical feasibility, or the needs of the community; therefore, they are not mandated.

The EPA also set 55 dBA L_{dn} as the basic goal for exterior residential noise intrusion. However, other federal agencies, in consideration of their own program requirements and goals, as well as the difficulty of actually achieving a goal of 55 dBA L_{dn}, have settled on the 65 dBA L_{dn} level as their standard. At 65 dBA L_{dn}, activity interference is kept to a minimum, and annoyance levels are still low. It is also a level that can realistically be achieved.

U.S. Department of Housing and Urban Development

The U.S. Department of Housing and Urban Development (HUD) has set the goal of 65 dBA L_{dn} as a desirable maximum exterior standard for residential units developed with HUD funding (This level is also generally accepted within the State of California.) Although HUD does not specify acceptable interior noise levels, standard construction of residential dwellings typically provides 20 dBA or more of attenuation with the windows closed. Based on this premise, the interior L_{dn} should not exceed 45 dBA.

Occupational Health and Safety Administration

The federal government regulates occupational noise exposure common in the workplace through the Occupational Health and Safety Administration (OSHA) under the EPA. Noise limitations would apply to the operation of construction equipment and could also apply to any proposed industrial land uses. Noise

exposure of this type is dependent on work conditions and is addressed through a facility's Health and Safety Plan, as required under OSHA, and is therefore not addressed further in this analysis.

State Regulations

California Building Code

The California Building Code (CBC), Title 24, Part 2, Volume 1, Chapter 12, Section 1207.11.2, Allowable Interior Noise Levels, requires that interior noise levels attributable to exterior sources shall not exceed 45 dBA in any habitable room. The noise metric is evaluated as either the day-night average sound level (L_{dn}) or the community noise equivalent level (CNEL), consistent with the noise element of the local general plan.

Residential structures within the (65 dBA CNEL/Ldn) noise contours identified above require an acoustical analysis showing that the structure has been designed to limit intruding noise in the prescribed allowable levels. To comply with these regulations, applicants of new residential projects are required to submit an acoustical report in areas where noise and land use compatibility is a concern. The report is required to analyze exterior noise sources affecting the proposed dwelling site, predicted noise spectra at the exterior of the proposed dwelling structure considering present and future land usage, basis for the prediction (measure or obtained from published data), noise attenuation measures to be applied, and an analysis of the noise insulation effectiveness of the proposed construction showing that the prescribed (45 dBA CNEL/Ldn) interior noise level requirements are met. If interior allowable noise levels are met by requiring that windows be inoperable or closed, the design for the structure must also specify the means that will be employed to provide ventilation and cooling, if necessary, to provide a habitable interior environment.

The State of California's noise insulation standards for non-residential uses are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 11, California Green Building Standards Code (CALGreen). CALGreen noise standards are applied to new or renovation construction projects in California to control interior noise levels resulting from exterior noise sources. Proposed projects may use either the prescriptive method (Section 5.507.4.1) or the performance method (Section 5.507.4.2) to show compliance. Under the prescriptive method, a project must demonstrate transmission loss ratings for the wall and roof-ceiling assemblies and exterior windows when located within a noise environment of 65 dBA CNEL or higher. Under the performance method, a project must demonstrate that interior noise levels do not exceed 50 dBA $L_{eq(1\ hr)}$.

General Plan Guidelines

The State of California, through its General Plan Guidelines, discusses how ambient noise should influence land use and development decisions and includes a table of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable uses at different noise levels expressed in CNEL or L_{dn}. A conditionally acceptable analysis designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated in the design. By comparison, a normally acceptable designation indicates that standard construction can occur with no special noise reduction requirements. Local municipalities adopt

these compatibility standards as part of their General Plan and modify them as appropriate for their local environmental setting.

Airport Noise Standards

California Code of Regulations Title 21, Subchapter 6, Airport Noise Standards, establishes 65 dBA CNEL as the acceptable level of aircraft noise for persons living in the vicinity of airports. Noise-sensitive land uses are generally incompatible in locations where the aircraft exterior noise level exceeds 65 dBA CNEL, unless an aviation easement for aircraft noise has been acquired by the airport proprietor or the residence is a high-rise with an interior CNEL of 45 dBA or less in all habitable rooms and has an air circulation or air conditioning system, as appropriate. Assembly Bill (AB) 2776 requires any person who intends to sell or lease residential properties in an airport influence area to disclose that fact to the person buying the property.

Local Regulations

City of Wildomar Municipal Code

Chapter 9.48, Noise Regulation, of the Wildomar Municipal Code, establishes Citywide standards to regulate noise, so that noise does not jeopardize the health, safety, or general welfare of the City of Wildomar residents and degrade their quality of life.

Section 15.04.010 of the City Municipal Code states that construction within one-fourth mile from an occupied residence shall be permitted Monday through Saturday 6:30 am to 7:00 pm, and no construction on Sunday or City-observed holidays unless approved by City Building Official or City Engineer.

5.13.1.3 EXISTING CONDITIONS

Ambient Noise Monitoring

Long Term

To determine a baseline noise level at different environments within the City, ambient noise monitoring was conducted in the vicinity of school, residential, and commercial land uses. Staff conducted noise monitoring from Monday, September 18, 2023, through September 20, 2023, and September 27, 2023, through September 29, 2023. Five long-term (48 hours) and twelve short-term (15 minutes) measurements were taken.

The primary noise source at a majority of measurement locations is traffic. Meteorological conditions during the measurement period were favorable for outdoor sound measurements and were noted to be representative of the typical conditions for the season. Generally, conditions included clear skies with temperatures varying between 71-80 degrees Fahrenheit (°F) with winds ranging between three and six miles per hour (mph). All sound level meters were equipped with a windscreen during measurements.

The sound level meters used (Soft Db Piccolo II) for long-term noise monitoring satisfy the American National Standards Institute (ANSI) standard for Type 1 instrumentation. The long-term sound level meters were set to "slow" response and "A" weighting (dBA). The meters were calibrated prior to and after the monitoring period. All measurements were at least five feet above the ground and away from reflective

surfaces. Long-term noise measurement locations are described below and shown on Figure 5-13-1, *Approximate Noise Monitoring Locations,* and results are summarized in Table 5.13-3, *Long-Term Noise Measurement Summary*.

- **Long-Term Location 1 (LT-1)** was mounted near the intersection of Harvest Way and Plowshare Road near 3392 Harvest Way. A 24-hour noise measurement was conducted, beginning at 9:12 am on Wednesday, September 27, 2023. The noise environment is characterized primarily by vehicle traffic on Harvest Way.

- **Long-Term Location 2 (LT-2)** was mounted along Corydon Road near 32885 Corydon Road (mixed-use area). A 24-hour noise measurement was conducted, beginning at 4:00 pm on Monday, September 18, 2023. The noise environment is characterized primarily by vehicle traffic on Corydon Road.

- **Long-Term Location 3 (LT-3)** was mounted by Corydon Road and Mission Trail approximately 10 feet west from the nearest southbound travel lane centerline. A 24-hour noise measurement was conducted, beginning at 3:35 pm on Monday, September 18, 2023. The noise environment is characterized primarily by vehicle traffic on Mission Trail.

- **Long-Term Location 4 (LT-4)** was mounted along Clinton Keith Road by 32450 Clinton Keith Road (commercial). A 24-hour noise measurement was conducted, beginning at 2:40 pm on Monday, September 18, 2023. The noise environment is characterized primarily by vehicle traffic on Clinton Keith Road.

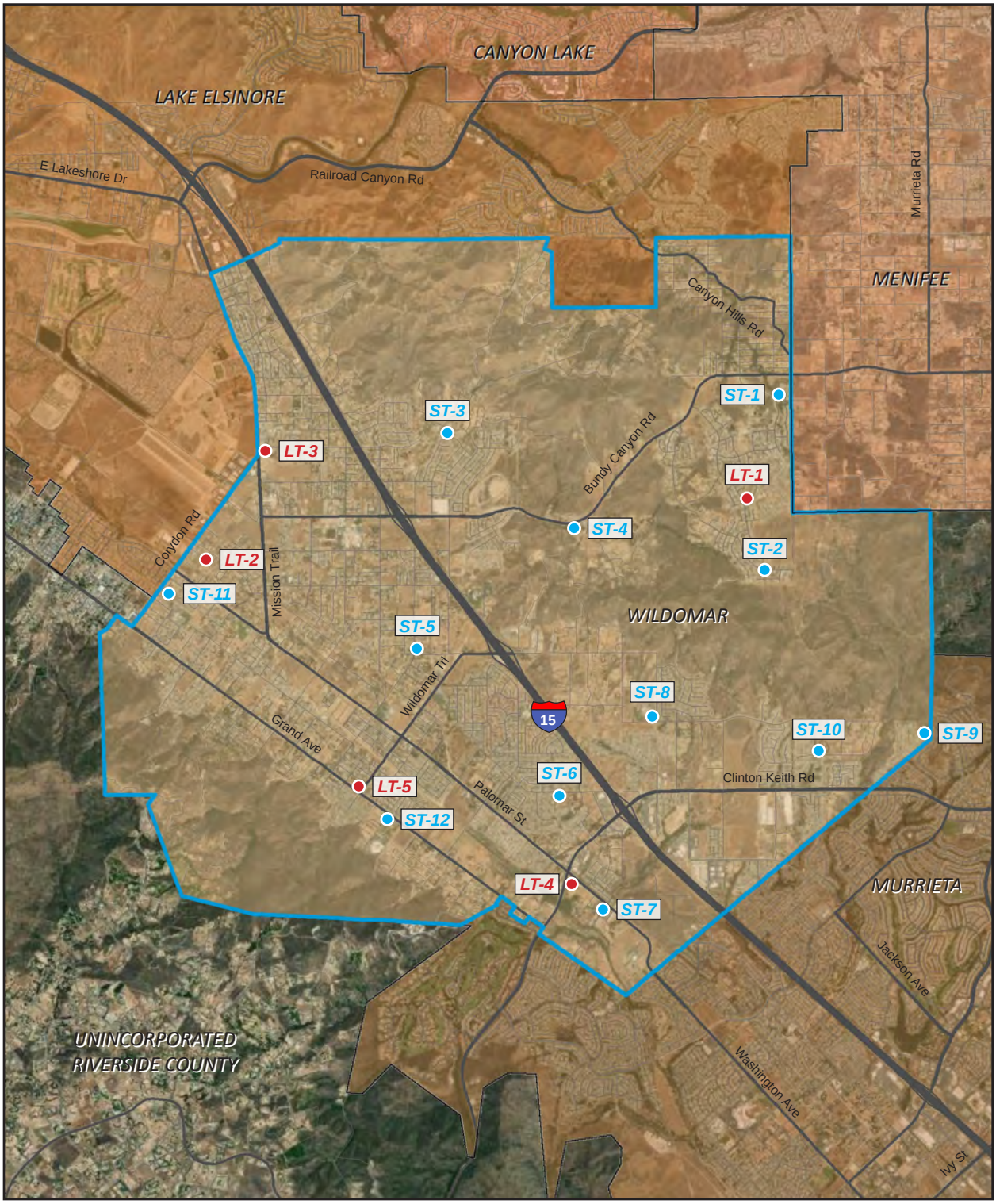
- **Long-Term Location 5 (LT-5)** was mounted along Wildomar Trail by 32420 Wildomar Trail (commercial). A 24-hour noise measurement was conducted, beginning at 3:04 pm on Monday, September 18, 2023. The noise environment is characterized primarily by vehicle traffic on Wildomar Trail.

Table 5.13-3 Long-Term Noise Measurement Summary

Monitoring Location	Description	24-hour Noise Level, dBA		
		CNEL	Lowest Leq(1hr)	Highest Leq(1hr)
LT-1	Intersection of Harvest Way and Plowshare Road near 3392 Harvey Way (residence) 9/27/2023, 9:12 AM	67	30	84
LT-2	Corydon Road near 32885 Corydon Road (mixed-use area) 09/18/2023, 4:00 PM	74	56	70
LT-3	By Corydon Road and Mission Trail 09/18/2023, 3:35 PM	77	60	81
LT-4	Along Clinton Keith Road by 32450 Clinton Keith Road (commercial) 09/18/2023 2:40 PM	71	53	75
LT-5	Along Wildomar Trail by 32420 Wildomar Trail (commercial) 09/18/2023 3:04 PM	75	60	79

Source: Appendix 5.13-1.

Figure 5.13-1 - Approximate Noise Monitoring Locations



City of Wildomar Boundary

LT-X Long-Term (24-hour) Noise Measurement Locations (5)

ST-X Short-Term (15-minute) Noise Measurement Locations (12)

0 1
Scale (Miles)

Source: Generated using ArcMap 2022.

Short Term

Twelve short-term (15-minute) measurement locations were selected and ambient noise monitoring was conducted around Wildomar. All measurements were conducted between Friday, September 15, 2023, and Monday, September 18, 2023. The primary noise source at a majority of these measurement locations is traffic. Urban, school, and residential activities (such as dogs, car doors shutting, and conversations of passersby) also contributed to the overall noise environment.

The sound level meter used (Larson Davis LxT) for short-term noise monitoring satisfies the American National Standards Institute (ANSI) standard for Type 1 instrumentation. The short-term sound level meter was set to "slow" response and "A" weighting (dBA). The meter was calibrated prior to and after the monitoring period. All measurements were at least five feet above the ground and away from reflective surfaces. Short-term measurement locations are described below and shown on Figure 5.13-1, and results are summarized in Table 5.13-4, *Short-Term Noise Measurements Summary in A-Weighted Sound Levels*.

- **Short-Term Location 1 (ST-1)** was next to 24960 Deep Well Road (residence). A 15-minute noise measurement began at 12:38 pm on Friday, September 15, 2023. The noise environment is characterized primarily by cars passing by as well as residential maintenance activity (vacuum ran in distance during duration of measurement). Noise levels generally ranged from 45 dBA to 50 dBA L_{eq}.

- **Short-Term Location 2 (ST-2)** was next to 34474 Wheelbarrow Lane (residence). A 15-minute noise measurement began at 1:07 pm on Friday, September 15, 2023. The noise environment is characterized primarily by residential noise and bird activity within the neighborhood with occasional dog barks. Noise levels generally ranged from 35dBA to 40 dBA L_{eq}.

- **Short-Term Location 3 (ST-3)** was along 33514 Great Falls Road (residence). The measurement location was located approximately 10 feet east of the nearest travel centerline. A 15-minute noise measurement began at 2:02 pm on Friday, September 15, 2023. The noise environment is characterized primarily by cars passing by as well as pedestrians talking. Noise levels generally ranged from 40 dBA to 45 dBA L_{eq}.

- **Short-Term Location 4 (ST-4)** was next to 23541 Bundy Canyon Road (Church/School). A 15-minute noise measurement began at 1:33 pm on Friday, September 15, 2023. The noise environment is characterized primarily by traffic along Bundy Canyon Road. Noise levels generally ranged from 65 dBA to 70 dBA.

- **Short-Term Location 5 (ST-5)** was along 22271 Baxter Road (residence). A 15-minute noise measurement began at 3:00 pm on Friday, September 15, 2023. The noise environment is characterized primarily by cars passing by along the adjacent main road. Noise levels generally ranged from 40 dBA to 45 dBA L_{eq}.

- **Short-Term Location 6 (ST-6)** was next to 35992 Avry Way (residence with nearby commercial center). A 15-minute noise measurement began at 3:00 pm on Friday, September 15, 2023. The noise

environment is characterized primarily by cars passing by along Catt Road as well as background road noise from SR-15. Noise levels generally ranged from 60 dBA to 65 dBA L_{eq}.

- **Short-Term Location 7 (ST-7)** was next to 32477 Starbucks Circle (church/school). A 15-minute noise measurement began at 3:25 pm on Friday, September 15, 2023. The noise environment is characterized primarily by cars passing by along Palomar Street. Noise levels generally ranged from 45 dBA to 50 dBA L_{eq}.

- **Short-Term Location 8 (ST-8)** was next to 35335 El Diamante Drive (residence with nearby school). A 15-minute noise measurement began at 12:02 pm on Monday, September 18, 2023. The noise environment is characterized primarily by cars passing by along Wildomar Trail with noise also coming from the nearby school. Noise levels generally ranged from 60 dBA to 65 dBA L_{eq}.

- **Short-Term Location 9 (ST-9)** was next to 25934 Seagrass Trail (residence). A 15-minute noise measurement began at 12:30 pm on Monday, September 18, 2023. The noise environment is characterized primarily by cars passing by and residential maintenance activity such as lawnmower, leafblower, and vacuum noise within the distance. Noise levels generally ranged from 40 dBA to 45 dBA L_{eq}.

- **Short-Term Location 10 (ST-10)** was next to 25139 Loring Road (residence). A 15-minute noise measurement began at 12:55 pm on Monday, September 18, 2023. The noise environment is characterized primarily by cars passing by and residential maintenance activity such as vacuum noise within the distance. Noise levels generally ranged from 40 dBA to 45 dBA L_{eq}.

- **Short-Term Location 11 (ST-11)** was next to 32755 Trailwood Court (residence with nearby school). A 15-minute noise measurement began at 1:38 pm on Monday, September 18, 2023. The noise environment is characterized primarily by cars idling waiting to pick up students from the nearby school, school buses, students and parents talking and walking by the meter. Noise levels generally ranged from 60 dBA to 65 dBA L_{eq}.

- **Short-Term Location 12 (ST-12)** was next to 21827 Athea Way (residence with nearby school). A 15-minute noise measurement began at 2:09 pm on Monday, September 18, 2023. The noise environment is characterized primarily by cars idling waiting to pick up students from the nearby school and car pass-bys. Noise levels generally ranged from 60 dBA to 65 dBA L_{eq}.

Table 5.13-4 Short-Term Noise Measurements Summary in A-weighted Sound Levels

Monitoring Location	Description	15-minute Noise Level, dBA						
		L_{eq}	L_{max}	L_{min}	L50	L25	L8	L2
ST-1	Intersection of Deep Wells Road and Hidden Hollow Road near 24960 Deep Well Road (Residence) 09/15/2023 12:38 PM	46.9	69.8	36.3	40.5	45.0	51.5	56.1
ST-2	Intersection of The Farm Road and Wheelbarrow Road near 34474 Wheelbarrow Lane (Residence) 09/15/2023 1:07 PM	40.9	54.2	35.4	38.7	41.4	44.3	47.5
ST-3	Intersection of Gafford Road and Great Falls Road, near 33514 Great Falls Road (Residence) 9/15/2023 2:03 PM	49.3	69.7	39.6	41.6	43.3	49.5	58.0
ST-4	Intersection of Oak Creek Road and Bundy Canyon Road, near 23541 Bundy Canyon Road (Church) 9/15/2023 1:33 PM.	63.6	74.3	42.2	62.4	65.0	67.3	69.7
ST-5	Intersection of Gruwell Street and Baxter Road near 22271 Baxter Road (Residence) 9/15/2023 3:00 PM	47.9	95.2	38.8	42.2	46.1	52.2	56.8
ST-6	Intersection of Avry Road and Catt Road near 35992 Avry Way (Residence) 9/15/2023 3:00 PM.	62.3	62.5	62.2	62.3	62.4	62.5	62.5
ST-7	Near Washington Avenue near Murrieta Springs Adventist Christian Academy near 32477 Starbucks Circle (Church) 9/15/23 3:25 PM	49.6	61.2	42.8	48.8	50.5	52.3	54.7
ST-8	Intersection of Brilliante Drive and El Diamante Drive near 5335 El Diamante Drive 9/18/23 12:02 PM	64.3	87.0	44.6	52.5	59.8	66.7	72.6
ST-9	Intersection of Seagrass Trail and Via Sarah, near 25934 Seagrass Trail (Residence) 9/18/2023 12:30 PM.	46.5	61.1	34.3	40.9	40.9	46.1	55.6
ST-10	Intersection of Cassandra Street and Loring Road, near 25139 Loring Road (Residence) 9/18/2023 12:55 PM	51.9	70.0	38.1	42.1	45.0	52.7	63.1
ST-11	Intersection of Union Street and Trailwood Court, near 32755 Trailwood Court (Residence) 9/18/23 1:38 PM	64.0	64.2	64.0	64.0	64.1	64.1	64.2
ST-12	Intersection of Athea Way and Willow Road, near 21827 Athea Way (Residence) 9/18/23 2:09 PM	65.0	77.3	47.8	60.8	65.8	69.8	72.5

Source: Appendix 5.13-1.

Existing Traffic Noise

On-road vehicles represent the most prominent source of noise in the City. Existing traffic noise conditions were modeled using the FHWA's traffic noise prediction model (FHWA RD-77-108). Average daily traffic (ADT) volumes, vehicle mix (auto, medium-duty truck, heavy-duty truck), speeds, time of day split (day, evening, night), speeds, and number of lanes data were provided by Chen Ryan Associates for highway and roadway segments throughout the City. The FHWA model predicts noise levels through a series of adjustments to a reference sound level. These adjustments account for distances from the roadway, traffic volumes, vehicle speeds, car/truck mix, number of lanes, and road width. Table 5.13-5, *Existing Traffic Noise Conditions*, lists the calculated existing noise levels on roadways at a distance of 50 feet from the nearest travel lane centerline. Figure 5.13-2, *Existing Traffic Noise Contours*, illustrates the modeled roadways and existing noise contours for 60 dBA CNEL, 65 dBA CNEL, and 70+ dBA CNEL.

Table 5.13-5 Existing Traffic Noise Conditions

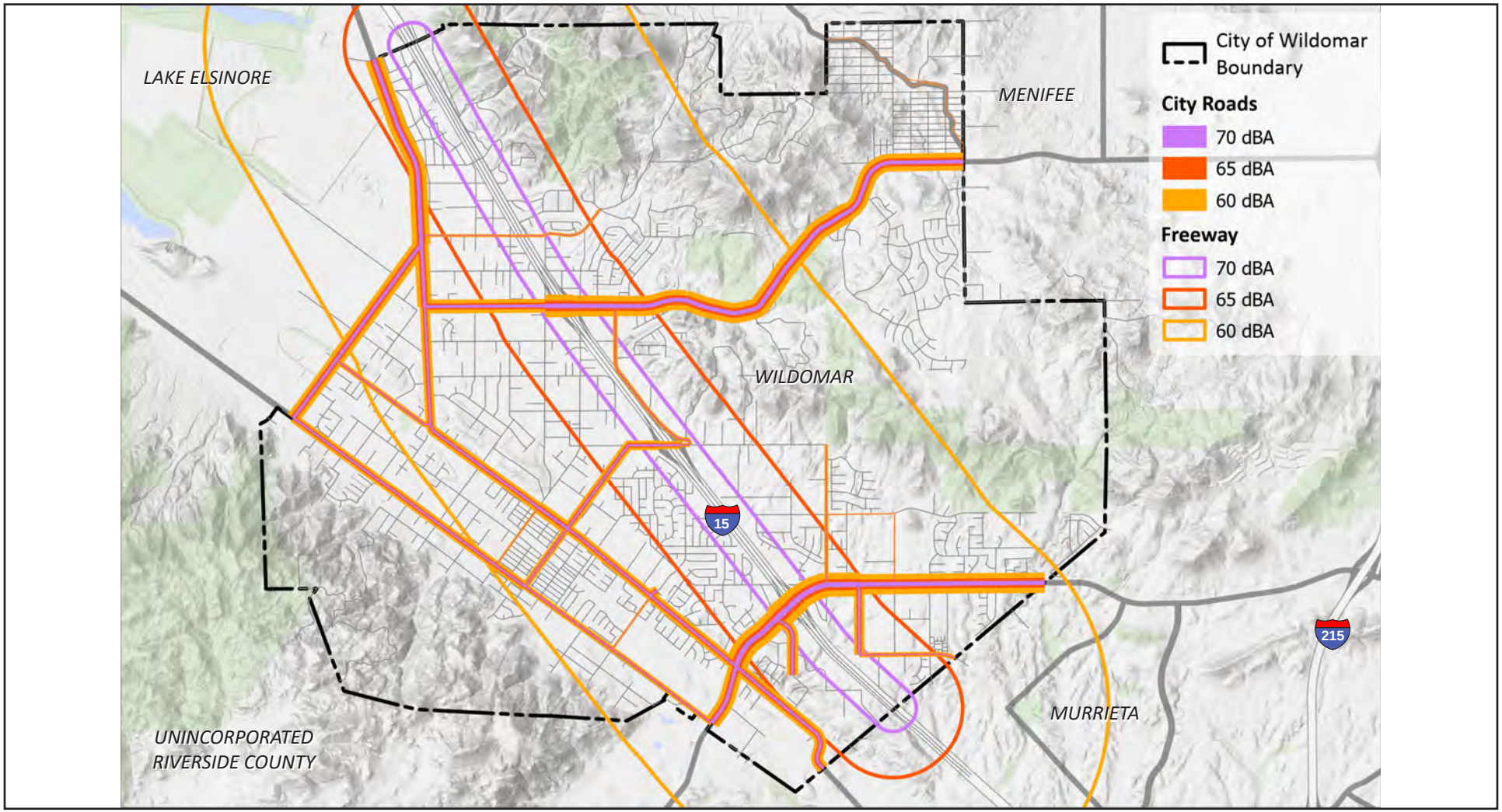
Roadway	Segment	Existing ADT Volumes	CNEL dBA at 50 Feet[1]	Distance to 70+ dBA CNEL in Feet[1]	Distance to 65+ dBA CNEL in Feet[1]	Distance to 60+ dBA CNEL in Feet[1]
Bundy Canyon Road	Mission Trail to Orange Street	10,685	64.8	83	178	384
	Orange Street to I-15 SB Ramps	21,443	67.8	56	121	260
	I-15 SB Ramps to I-15 NB Ramps	21,367	67.8	61	131	282
	I-15 NB Ramps to Monte Vista Road	19,099	67.3	4	9	19
	Monte Vista Road to The Farm Road	18,152	67.1	38	82	176
	The Farm Road to City Limit	14,869	66.3	39	83	179
Clinton Keith Road	Grand Avenue to Palomar Street	17,051	64.2	38	83	178
	Palomar Street to Hidden Springs Road	28,119	66.3	27	58	124
	Hidden Springs Road to I-15 SB Ramps	37,356	67.6	23	51	109
	I-15 SB Ramps to I-15 NB Ramps	36,262	67.4	10	21	46
	I-15 NB Ramps to Wildomar Trail	31,650	66.9	46	99	214
	Wildomar Trail to Inland Valley Drive	29,793	66.6	42	91	195
	Inland Valley Drive to City Limit	23,439	65.6	6	13	28
Corydon Road	Grand Avenue to Palomar Street	13,791	63.2	12	25	54
	Palomar Street to Mission Trail	15,565	63.8	12	27	58
Cottonwood Canyon Road	City Limit to Bundy Canyon Road	694	50.2	10	21	45
Grand Avenue	Corydon Road to Sheila Lane	10,378	64.7	73	156	337
	Sheila Lane to Gruwell Street	10,635	64.8	75	162	350
	Gruwell Street to Wildomar Trail	10,572	64.8	59	127	273
	Wildomar Trail to McVicar Street	6,123	62.4	40	86	186
	McVicar Street to Clinton Keith Rd	5,047	61.6	18	39	84
Gruwell Street	Grand Avenue to Palomar Street	2,584	52.6	23	50	108
Hidden Springs Road	Clinton Keith Rd to South of Clinton Keith Rd	10,574	62.1	42	89	193
Inland Valley Drive	Clinton Keith Road to Preilipp Road	11,756	65.2	51	110	237
La Estrella Street	Wildomar Trail to Salida Del Sol	1,227	55.4	40	86	185

Table 5.13-5 Existing Traffic Noise Conditions

Roadway	Segment	Existing ADT Volumes	CNEL dBA at 50 Feet[1]	Distance to 70+ dBA CNEL in Feet[1]	Distance to 65+ dBA CNEL in Feet[1]	Distance to 60+ dBA CNEL in Feet[1]
Lemon Street	Mission Trail to I-15	3,276	57.0	44	95	205
	I-15 to Lost Road	3,613	57.4	50	107	231
McVicar Street	Grand Avenue to Palomar Street	2,458	58.4	19	42	90
Mission Trail	City Limit to Lemon Street	20,363	68.8	6	13	27
	Lemon Street to Corydon Road	21,501	69.0	30	64	138
	Corydon Road to Bundy Canyon Road	14,848	67.4	39	85	182
	Bundy Canyon Road to Palomar Street	8,322	64.9	33	72	154
Monte Vista Drive	Bundy Canyon Road to Wildomar Trail	2,533	58.6	16	34	72
Palomar Street	Corydon Road to Mission Trail	3,796	54.3	14	30	64
	Mission Trail to Orange Street/Gruwell Street	8,808	57.9	17	36	77
	Orange Street/Gruwell Street to Wildomar Trail	12,020	59.3	83	178	384
	Wildomar Trail to McVicar Street	8,254	57.6	56	121	260
	McVicar Street to Clinton Keith Rd	9,625	58.3	61	131	282
	Clinton Keith Rd to Washington Ave	11,571	59.1	4	9	19
Prielipp Road	Inland Valley Drive to City Limit	6,859	61.6	38	82	176
Salida Del Sol	La Estrella Street to Clinton Keith Road	845	52.5	39	83	179
Wildomar Trail	Grand Avenue to Palomar Street	9,627	58.3	38	83	178
	Palomar Street to I-15 SB Ramps	14,229	60.0	27	58	124
	I-15 SB Ramps to I-15 NB Ramps	11,099	59.0	23	51	109
	I-15 NB Ramps to Monte Vista Drive	3,559	54.0	10	21	46
	Wildomar Trail to La Estrella Street	3,065	53.4	46	99	214
	La Estrella Street to Clinton Keith Road	4,001	54.5	42	91	195

Source: See Appendix 5.17-1.
Note: Calculated using the FHWA RD-77-108 model based on traffic data provided by Chen Ryan Associates.
[1]Distance measured from centerline of roadway segment

Figure 5.13-2 - Existing Traffic Noise Contours



Source: FEMA 2023.

Aircraft Noise

There are no airports in Wildomar. The nearest airport to the City is Skylark Airport (or Skydive Elsinore) a private airstrip in Lake Elsinore, approximately 425 feet west of the City's western boundary. The nearest public airport, which is approximately 4.8 miles southeast of the City of Wildomar, is the French Valley Airport in the City of Murrieta.

Stationary Noise

Stationary sources of noise occur from all types of land uses. Residential uses generate noise from landscaping, maintenance activities, and air conditioning systems. Commercial uses generate noise from heating, ventilation, and air conditioning (HVAC) systems; loading docks; and other sources. Industrial uses generate noise from HVAC systems, loading docks, and outdoor machinery. Noise generated by residential or commercial uses is generally short and intermittent. Industrial uses generate noise on a more continual basis. Nightclubs, outdoor dining areas, gas stations, car washes, fire stations, drive-throughs, swimming pool pumps, school playgrounds, athletic and music events, and public parks are other common stationary noise sources.

Existing Vibration

Commercial and industrial operations in the City can generate varying degrees of ground vibration, depending on the operational procedures and equipment. Such equipment-generated vibrations spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the vibration source varies depending on soil type, ground strata, and receptor-building construction. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels.

Sensitive Receptors

Certain land uses are particularly sensitive to noise and vibration. Land uses considered as sensitive receptors in the City include residences, schools, and hospitals. These uses are regarded as sensitive because they are where citizens most frequently engage in activities that are likely to be disturbed by noise, such as reading, studying, sleeping, resting, or engaging in quiet or passive recreation. Commercial and industrial uses are not particularly sensitive to noise or vibration.

5.13.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would result in:

N-1 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.

N-2 Generation of excessive groundborne vibration or groundborne noise levels.

N-3 For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, if the project would expose people residing or working in the project area to excessive noise levels.

Construction Noise and Vibration Thresholds

As mentioned above, the City does not have specific limits or thresholds for construction noise. Therefore, the FTA construction noise criterion of 80 dBA L_{eq} (8hr) is used in this analysis to assess the significance of construction noise impacts at sensitive receptors.

Stationary Noise Thresholds

The City provides exterior noise standards for operational stationary noise sources (shown in Table 5.13-6) between the hours of 7:00 am and 10:00 pm and 10:00 pm and 7:00 am. For the purposes of this analysis, these standards are used to determine significant stationary noise impacts to stationary noise.

Table 5.13-6 Allowable Exterior Noise Levels

	Noise Level (dBA)				
Time Period[1]	L_{50}	L_{25}	L_8	L_2	L_{max}
Daytime, 7:00 AM–7:00 PM	60	65	70	75	80
Nighttime, 7:00 PM–7:00 AM	55	60	65	70	75

[1] Standard daytime and nighttime hours.

Transportation Noise Thresholds

A project will normally have a significant effect on the environment related to noise if it will substantially increase the ambient noise levels for adjoining areas. Most people can detect changes in sound levels of approximately 3 dBA under normal, quiet conditions, and changes of 1 to 3 dBA are detectable under quiet, controlled conditions. Changes of less than 1 dBA are usually indiscernible. A change of 5 dBA is readily discernible to most people in an exterior environment. Based on this, the following thresholds of significance, similar to those recommended by the FAA, are used to assess traffic noise impacts at sensitive receptor locations. A significant impact would occur if the traffic noise increase would exceed:

- 1.5 dBA in ambient noise environments of 65 dBA CNEL and higher
- 3 dBA in ambient noise environments of 60 to 64 dBA CNEL
- 5 dBA in ambient noise environments of less than 60 dBA CNEL

Vibration Thresholds

As mentioned above, the City does not have specific limits or thresholds for construction vibration. Therefore, the recommended criteria by the FTA for vibration damage, shown in Table 5.13-7, *Building Architectural Damage Limits*, are used in this analysis to access the significance of vibration impacts.

Table 5.13-7 Building Architectural Damage Limits

Building Category	PPV (in/sec)
I. Reinforced concrete, steel, or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Nonengineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

Source: FTA 2018.

5.13.3 Proposed General Plan Goals and Policies

Land Use Element

GOAL LU 6 Maintenance and Compatibility With Other Uses. Development is located and designed to maintain the qualities that distinguish Wildomar and to ensure effective transitions between neighborhoods and districts.

- **Policy LU-6.1 Protect from Adverse Impacts.** Retain and enhance the integrity of existing residential, employment, and open space areas by protecting them from encroachment of land uses that would result in impacts from noise, noxious fumes, glare, shadowing, and traffic.

Noise Element

GOAL N 1: A City with appropriate noise and vibration levels that supports a range of places to promote the health, safety, and general welfare of the public and protects from adverse noise impacts.

- **Policy N-1.1: Sound Design.** Require the use of integrated design-related noise reduction measures for interior and exterior areas prior to using noise barriers, buffers, or walls to reduce noise levels generated by or affected by new development.

- **Policy N-1.2: Noice Compliance.** Continue to require developments to comply with local, regional, and state building code regulations and standards, including but not limited to the City's municipal code; Title 24 of the California Code of Regulations, including the California Green Building Code; Occupational Safety and Health Administration, Federal Transit Administration, and Federal Highway Administration regulations; and subdivision and development codes.

- **Policy N-1.3: Noise Boundaries.** Coordinate with the County of Riverside, and the cities of Lake Elsinore, Menifee, and Murietta to minimize noise impacts from adjacent land uses along the City's boundaries, especially its rural edges.

- **Policy N-1.4: Noise Barriers.** Discourage use of noise barriers and walls constructed exclusively for noise-attenuation purposes, where possible. In instances where noise barriers cannot be avoided, consider the use of site planning and building material/design features in conjunction with barriers to mitigate visual impacts and reduce the size of barriers.

- **Policy N-1.5 Temporary Noise.** Regulate temporary noise, such as party noise, live events, playground noise, construction during the day and night (including concrete slab pouring), and barking dogs, through the City's Municipal Code.

- **Policy N-1.6 Construction Noise** Require development to minimize the exposure of neighboring properties to excessive noise levels from construction-related activity during all phases of construction.

- **Policy N-1.7 Vibration Assessment.** Restrict the placement of sensitive land uses in proximity to vibration-producing land uses.

- **Policy N-1.8 Vibration Velocity Level.** Require new development to generate operational and/or construction vibration levels no greater than 75 VdB at the property line of a sensitive receptor where feasible, as indicated in Table 7-4.

GOAL N 2: Promote existing and future land compatibility with current and projected local and regional noise conditions.

- **Policy N-2.1 Land Use Compatibility.** Require future developments to adhere to the land use compatibility standards in Table 7-3.

- **Policy N-2.2 Protect Noise-Sensitive Land Uses**. Discourage noise-sensitive uses in areas in excess of the listed noise levels in Table 7-3.

- **Policy N-2.3 Guide Noise-Tolerant Use.** Plan and promote noise-tolerant land uses in noise generating areas such as transportation corridors adjacent to the I-15.

- **Policy N-2.4 Secure Noise-Producing Areas and Noise-Sensitive Land Uses**. Minimize nonresidential noise impacts on residential use and preserve areas of noise generating uses by limiting the incursion of residential and noise sensitive areas.

- **Policy N-2.5 Development Near Transportation Corridors**. For development in infill areas; near Riverside Transit Agency Bus Lines (RTA bus); or along highways, arterials, and collectors, allow an exemption from exterior noise standards for secondary open space areas (such as front yards, parking lots, stoops, porches, or balconies) if noise standards can be met for primary open space.

GOAL N 3: Promote reduction of noise from non-transportation-related sources on sensitive receptors.

- **Policy N-3.1 Noise Compliance.** Ensure compliance with standards and procedures for mitigating construction related activities that introduce excessive noise levels.

- **Policy N-3.2 Non-Transportation Operation.** Continue to require future developments involving the use of stationary equipment to comply with standards for regulating noise levels for operation of the project and thresholds for any noise-sensitive receivers.

GOAL N 4: Curb traffic level noise increases near sensitive receivers and areas exceeding noise level standards by promoting safe and reasonable truck traffic routes, alternative modes of transportation, and adherence to regulations for existing and future transportation noise sources.

- **Policy N-4.1 Transportation Compliance.** Require future transportation noise sources comply with the City's exterior noise levels.
- **Policy N-4.2 Truck Delivery Transport.** Require commercial or industrial truck delivery hours be limited when adjacent to noise-sensitive land uses unless there is no feasible alternative or there are overriding transportation benefits.

5.13.4 Environmental Impacts

As a result of the California Supreme Court decision regarding the assessment of the environment's impacts on projects (*California Building Industry Association v. Bay Area Air Quality Management District,* 62 Cal. 4th 369 (No. S 213478) issued December 17, 2015), it is generally no longer the purview of the CEQA process to evaluate the impact of existing environmental conditions on any given project. As a result, while the noise from existing sources is taken into account as part of the baseline, the direct effects of exterior noise from nearby noise sources relative to land use compatibility of a future project as a result of implementation of the project is typically no longer a required topic for impact evaluation under CEQA. Generally, for noise levels affecting individual project sites, no determination of significance is required except for certain school projects, projects affected by airport noise, and projects that would exacerbate existing conditions (*i.e.,* projects that would have a significant operational impact). As required by the Proposed General Plan Policy N-2.1, new projects shall be required to meet acceptable exterior noise levels standards as established in the Noise and Land Use Compatibility Guidelines from the Proposed General Plan. These guidelines, along with the future noise levels, which will be shown in the Proposed General Plan noise contour maps, should be used by the City as a guide for evaluating the compatibility of noise sensitive projects in potentially noisy areas.

5.13.4.1 METHODOLOGY

Traffic noise levels for existing and future conditions were estimated using the FHWA traffic noise prediction model methodology. Traffic volumes vehicle mix (auto, medium-duty truck, heavy-duty truck), time of day split (day, evening, night), speeds, and number of lanes data were provided by Chen Ryan Associates for highway and roadway segments in the City for existing and buildout conditions. The FHWA model predicts noise levels through a series of adjustments to a reference sound level. These adjustments account for distances from the roadway, traffic volumes, vehicle speeds, car/truck mix, number of lanes, and road width. The complete distances to the 70 dBA CNEL, 65 dBA CNEL, and 60 dBA CNEL existing and future noise contours for roadway segments in the City are included in Appendix 5-13.1.

Impacts of the Environment on a Project

Buildout of the proposed land use plan under the proposed project could result in siting sensitive uses (*e.g.,* residential) near major sources of noise and vibration (*e.g.,* freeways, industrial uses, etc.). Developing new

sensitive land uses near sources of emissions could expose persons that inhabit these sensitive land uses to potential noise levels that exceed the City's sound level standards in Table 1 of Section 9.48.040 of the Municipal Code, or the FTA vibration standards. However, the purpose of this environmental evaluation is to identify the significant effects of the proposed project on the environment, not the significant effects of the environment on the proposed project. As a result of the California Supreme Court decision regarding the assessment of the environment's impacts on projects (*California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal. 4th 369 (No. S 213478) issued December 17, 2015), it is generally no longer the purview of the CEQA process to evaluate the impact of existing environmental conditions on any given project. Therefore, CEQA does not require an analysis of the potential environmental effects from siting sensitive receptors near existing sources, and this type of analysis is not provided in Section 5.13.4.2. However, the proposed project includes policies (Land Use Element Policy LU-6.1) that would require design features to minimize noise and vibration impacts and to comply with the City's sound level standards.

5.13.4.2 IMPACT ANALYSIS

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.13-1: Construction activities would result in temporary noise increases in the vicinity of the proposed project. [Threshold N-1]

As part of implementing the proposed project, various individual future development and redevelopment projects would generate temporary noise level increases on and adjacent to construction sites in the city. Construction within the City would be limited to weekdays and non-holidays to the hours in the City's Municipal Code Section 9.48.020(I). The hours would be from 6:00 am to 6:00 pm during the months of June through September, and 7:00 am to 6:00 pm during the months of October through May. Additionally, construction within one-quarter mile from an occupied residence shall be permitted Monday through Saturday 6:30 am to 7:00 pm, and no construction on Sunday or City-observed holidays unless approved by City Building Official or City Engineer, as noted in Section 15.04.010 of the City Municipal Code. Construction activities are performed in distinct steps, each of which has its own mix of equipment, and, consequently, its own noise characteristics. Table 5.13-8, *Reference Construction Equipment Noise Levels,* lists typical construction equipment noise levels recommended for noise-impact assessments based on a distance of 50 feet between the equipment and noise receptor.

Table 5.13-8 Reference Construction Equipment Noise Levels

Construction Equipment	Typical Max Noise Level at 50 feet (dBA L_{max})[1]	Construction Equipment	Typical Max Noise Level at 50 feet (dBA L_{max})[1]
Air Compressor	80	Pile-Driver (Impact)	101
Backhoe	80	Pile-Driver (Sonic)	95
Ballast Equalizer	82	Pneumatic Tool	85
Ballast Tamper	83	Pump	77
Compactor	82	Rail Saw	90
Concrete Mixer	85	Rock Drill	95
Concrete Pump	82	Roller	85
Concrete Vibrator	76	Saw	76
Crane, Derrick	88	Scarifier	83
Crane, Mobile	83	Scraper	85
Dozer	85	Shovel	82
Generator	82	Spike Driver	77
Grader	85	Tie Cutter	84
Impact Wrench	85	Tie Handler	80
Jack Hammer	88	Tie Inserter	85
Loader	80	Truck	84
Paver	85		

Source: FTA 2018.

As shown in Table 5.13-8, construction equipment generates high levels of noise, with maximums ranging from 76 to 101 dBA at a distance of 50 feet. Construction of individual development projects associated with implementation of the proposed project would temporarily increase the ambient noise environment and would have the potential to affect noise-sensitive land uses in the vicinity of an individual project.

Construction noise levels are highly variable and dependent upon the specific locations, site plans, construction details, and presence or absence of any natural or human-made barriers with potential acoustic dampening effects (*e.g.,* the presence of vegetation, berms, walls, or buildings). Significant noise impacts may occur from operation of heavy earth-moving equipment and truck-haul operations that would occur with construction of individual development projects, which have not yet been developed, particularly if construction techniques, such as impact pile driving or vibratory pile driving, are proposed. The time of day that construction activity is conducted would also determine the significance of each project, particularly during the more sensitive evening/nighttime hours. However, construction would be localized and would occur intermittently for varying periods of time.

Because specific project-level information is not available at this time, it is not possible nor appropriate to quantify the construction noise impacts at specific sensitive receptors. In most cases, construction of individual development projects associated with implementation of the proposed project would temporarily increase the ambient noise environment in the vicinity of each individual project, potentially affecting existing and future nearby sensitive uses. Proposed General Plan Policy N-1.6 would help to mitigate City impacts by requiring them to minimize short-term noise impacts on sensitive receptors using best management practices.

However, because construction activities associated with any individual development may occur near noise-sensitive receptors and because, depending on the project type, equipment list, time of day, phasing, and overall construction durations, noise disturbances may occur for prolonged periods of time or during the more sensitive evening/nighttime hours, construction noise impacts associated with implementation of the proposed project are considered potentially significant.

Level of Significance Before Mitigation: Impact would be potentially significant.

Mitigation Measures

N-1 **Construction Noise Measures.** Construction contractors shall implement the following measures for construction activities conducted in the City of Wildomar. Construction plans submitted to the City shall identify these measures on demolition, grading, and construction plans. The City of Wildomar shall verify that grading, demolition, and/or construction plans submitted to the City include these notations prior to issuance of demolition, grading, and/or building permits.

- During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques (*e.g.,* improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible to maintain construction noise levels at or below the performance standard of 80 dBA Leq. Proper mufflers and/or silencers can achieve a 4 to 5 dBA reduction, while engine enclosers can achieve 8 to 10 dBA reduction
- Impact tools (*e.g.,* jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools to maintain construction noise levels at or below the performance standard of 80 dBA Leq. Pneumatic tools typically measure at a noise level of 6 to 8 dBA lower than impact tools.
- Stationary equipment, such as generators and air compressors, shall be located as far as feasible from nearby noise-sensitive uses.
- Stockpiling shall be located as far as feasible from nearby noise-sensitive receptors.
- Construction traffic shall be limited, to the extent feasible, to approved haul routes established by the City Planning and Building Agency.
- At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a

complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City.

- As noted in 13 CCR 2480 & 2485 under CARB, any law enforcement department, including air districts and CARB, can fine a 10,000 pound or greater truck owner and driver up to $1000 per day for illegal idling. Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes.
- During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart back-up alarms, which automatically adjust the alarm level based on the background noise level or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws.
- If construction is anticipated for prolonged periods, as required by the Community Development Director, erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors), as necessary and feasible, to maintain construction noise levels at or below the performance standard of 80 dBA Leq. Barriers shall be constructed with a solid material that has a density of at least 4 pounds per square foot with no gaps from the ground to the top of the barrier.

Level of Significance After Mitigation: Impact 5.13-1 would be significant and unavoidable.

Impact 5.13-2 Project implementation would result in long-term operation-related noise that would exceed local standards. [Threshold N-2]

Stationary Noise

Proposed General Plan would result in an increase in residential, commercial, and industrial land uses, and overall development and growth in Wildomar. Primary stationary noise sources would be from landscaping, maintenance activities, heating, ventilation, and air conditioning (HVAC) (residential and commercial), and loading and unloading activities at commercial and industrial uses. The Proposed General Plan would not result in new types of stationary noise sources. Furthermore, the Proposed General Plan includes policies that address stationary noise source compliance including Policy N-3.1, which calls for ensuring compliance with standards and procedures for mitigating construction noise, and Policy N-3.2, which requires future developments of stationary noise sources to comply with standards for regulating noise levels. Therefore, impacts would be less than significant.

On-Road Traffic Noise

Buildout of the Proposed General Plan would result in an increase in traffic along local roadways. Figure 5.13-3, *Future Traffic Noise Contours*, illustrates the modeled roadways and future 2045 noise contours for 60 dBA CNEL, 65 dBA CNEL, and 70 dBA CNEL. The complete distances to the 70 dBA CNEL, 65 dBA CNEL, and 60 dBA CNEL noise contours for roadway segments in the City are included in Appendix 5.13-1.

Table 5.13-9, *Proposed General Plan Projected Traffic Noise Levels at Buildout*, shows the estimated traffic noise increase along study roadway segments, while Table 5.13-10, *Future Traffic Noise Conditions*, lists the calculated future noise levels on roadways at a distance of 50 feet from the nearest travel lane centerline. The traffic noise increase is the difference between the projected future noise level and the existing noise level. As shown in Table 5.13-9, significant traffic noise increases (*i.e.,* increases greater than 3 dBA in noise environments of 60 to 64 dBA CNEL) are estimated along several of the study roadway segments, including Bundy Canyon Road, Clinton Keith Road, La Estrella Road, Mission Trial, and Salida Del Sol, due to implementation of the proposed project. Therefore, traffic noise impacts associated with buildout of the Proposed General Plan are potentially significant.

Level of Significance before Mitigation: Impact 5.13-2 would be potentially significant.

Mitigation Measures

No feasible mitigation measures have been identified that would substantially reduce impacts associated with a substantial increase in traffic noise levels. However, several measures were considered for mitigating or avoiding traffic noise impacts.

Special Roadway Paving

Notable reductions in tire noise have been achieved via the implementation of special paving materials, such as rubberized asphalt or open-grade asphalt concrete overlays. For example, the California Department of Transportation (Caltrans) conducted a study of pavement noise along Interstate 80 in Davis and found an average improvement of 6 dBA to 7 dBA compared to conventional asphalt overlay (Caltrans 2011).

Sound Barrier Walls

With a cursory review of aerial depictions of the impacted segments, the majority of residences along the study segments have direct access (via driveways) to the associated roadways. Therefore, barrier walls would prevent access to/from individual properties and would be infeasible. Further, these impacted homes are on private property outside of the control of future project developers, so there may be limited admittance onto these properties to construct such walls. Lastly, the costs versus benefits ratio in relation to the number of benefited households may not be feasible and reasonable in all cases.

Table 5.13-9 Proposed General Plan Projected Traffic Noise Levels at Buildout

Roadway	Segment	ADT Volumes		dBA CNEL		
		Existing (2023)	Future Buildout	Existing	Future Buildout	Cumulative Increase
Bundy Canyon Road	Mission Trail to Orange Street	10,685	12,100	64.8	65.4	0.54
	Orange Street to I-15 SB Ramps	21,443	29,100	67.8	69.2	1.33
	I-15 SB Ramps to I-15 NB Ramps	21,367	32,200	67.8	69.6	1.78
	I-15 NB Ramps to Monte Vista Road	19,099	32,800	67.3	69.7	2.35
	Monte Vista Road to The Farm Road	18,152	35,100	67.1	70.0	2.86
	The Farm Road to City Limit	14,869	30,400	66.3	69.4	3.11
Clinton Keith Road	Grand Avenue to Palomar Street	17,051	25,400	64.2	65.9	1.73
	Palomar Street to Hidden Springs Road	28,119	36,200	66.3	67.4	1.10
	Hidden Springs Road to I-15 SB Ramps	37,356	49,100	67.6	68.8	1.19
	I-15 SB Ramps to I-15 NB Ramps	36,262	48,400	67.4	68.7	1.25
	I-15 NB Ramps to Wildomar Trail	31,650	49,300	66.9	68.8	1.92
	Wildomar Trail to Inland Valley Drive	29,793	44,200	66.6	68.3	1.71
	Inland Valley Drive to City Limit	23,439	35,600	65.6	67.4	1.82
Corydon Road	Grand Avenue to Palomar Street	13,791	17,200	63.2	64.2	0.96
	Palomar Street to Mission Trail	15,565	23,400	63.8	65.5	1.77
Cottonwood Canyon Road	City Limit to Bundy Canyon Road	694	1,000	50.2	51.8	1.59
Grand Avenue	Corydon Road to Sheila Lane	10,378	13,400	64.7	65.8	1.11
	Sheila Lane to Gruwell Street	10,635	12,400	64.8	65.5	0.67
	Gruwell Street to Wildomar Trail	10,572	13,400	64.8	65.8	1.03
	Wildomar Trail to McVicar Street	6,123	11,300	62.4	65.1	2.66
	McVicar Street to Clinton Keith Rd	5,047	5,200	61.6	61.7	0.13
Gruwell Street	Grand Avenue to Palomar Street	2,584	3,100	52.6	53.4	0.79
Hidden Springs Road	Clinton Keith Rd to South of Clinton Keith Rd	10,574	6,500	62.1	60.0	-2.11
Inland Valley Drive	Clinton Keith Road to Preilipp Road	11,756	15,000	65.2	66.3	1.06
La Estrella Street	Wildomar Trail to Salida Del Sol	1,227	4,600	55.4	61.2	5.74
Lemon Street	Mission Trail to I-15	3,276	4,900	57.0	58.8	1.75
	I-15 to Lost Road	3,613	7,500	57.4	60.6	3.17

Table 5.13-9 Proposed General Plan Projected Traffic Noise Levels at Buildout

Roadway	Segment	ADT Volumes		dBA CNEL		
		Existing (2023)	Future Buildout	Existing	Future Buildout	Cumulative Increase
McVicar Street	Grand Avenue to Palomar Street	2,458	6,500	58.4	62.7	4.22
Mission Trail	City Limit to Lemon Street	20,363	25,400	68.8	69.8	0.96
	Lemon Street to Corydon Road	21,501	23,500	69.0	69.4	0.39
	Corydon Road to Bundy Canyon Road	**14,848**	**21,900**	**67.4**	**69.1**	**1.69**
	Bundy Canyon Road to Palomar Street	8,322	13,800	64.9	67.1	2.20
Monte Vista Drive	Bundy Canyon Road to Wildomar Trail	2,533	4,300	58.6	60.9	2.30
Palomar Street	Corydon Road to Mission Trail	3,796	10,100	54.3	58.5	4.25
	Mission Trail to Orange Street/Gruwell Street	8,808	13,400	57.9	59.8	1.82
	Orange Street/Gruwell Street to Wildomar Trail	12,020	16,200	59.3	60.6	1.30
	Wildomar Trail to McVicar Street	8,254	14,600	57.6	60.1	2.48
	McVicar Street to Clinton Keith Rd	9,625	18,600	58.3	61.2	2.86
	Clinton Keith Rd to Washington Ave	11,571	18,900	59.1	61.2	2.13
Prielipp Road	Inland Valley Drive to City Limit	6,859	8,500	61.6	62.5	0.93
Salida Del Sol	**La Estrella Street to Clinton Keith Road**	**845**	**5,100**	**52.5**	**60.3**	**7.81**
Wildomar Trail	Grand Avenue to Palomar Street	9,627	9,900	58.3	58.5	0.12
	Palomar Street to I-15 SB Ramps	14,229	25,400	60.0	62.6	2.52
	I-15 SB Ramps to I-15 NB Ramps	11,099	17,900	59.0	61.0	2.08
	I-15 NB Ramps to Monte Vista Drive	3,559	8,400	54.0	57.7	3.73
	Wildomar Trail to La Estrella Street	3,065	8,600	53.4	57.8	4.48
	La Estrella Street to Clinton Keith Road	4,001	11,300	54.5	59.0	4.51

Source: Calculated using the FHWA RD-77-108 model based on traffic data provided by Chen Ryan Associates. See Appendix 5.17-1.
Bold = Significant noise increase.

Table 5.13-10 Future Traffic Noise Conditions

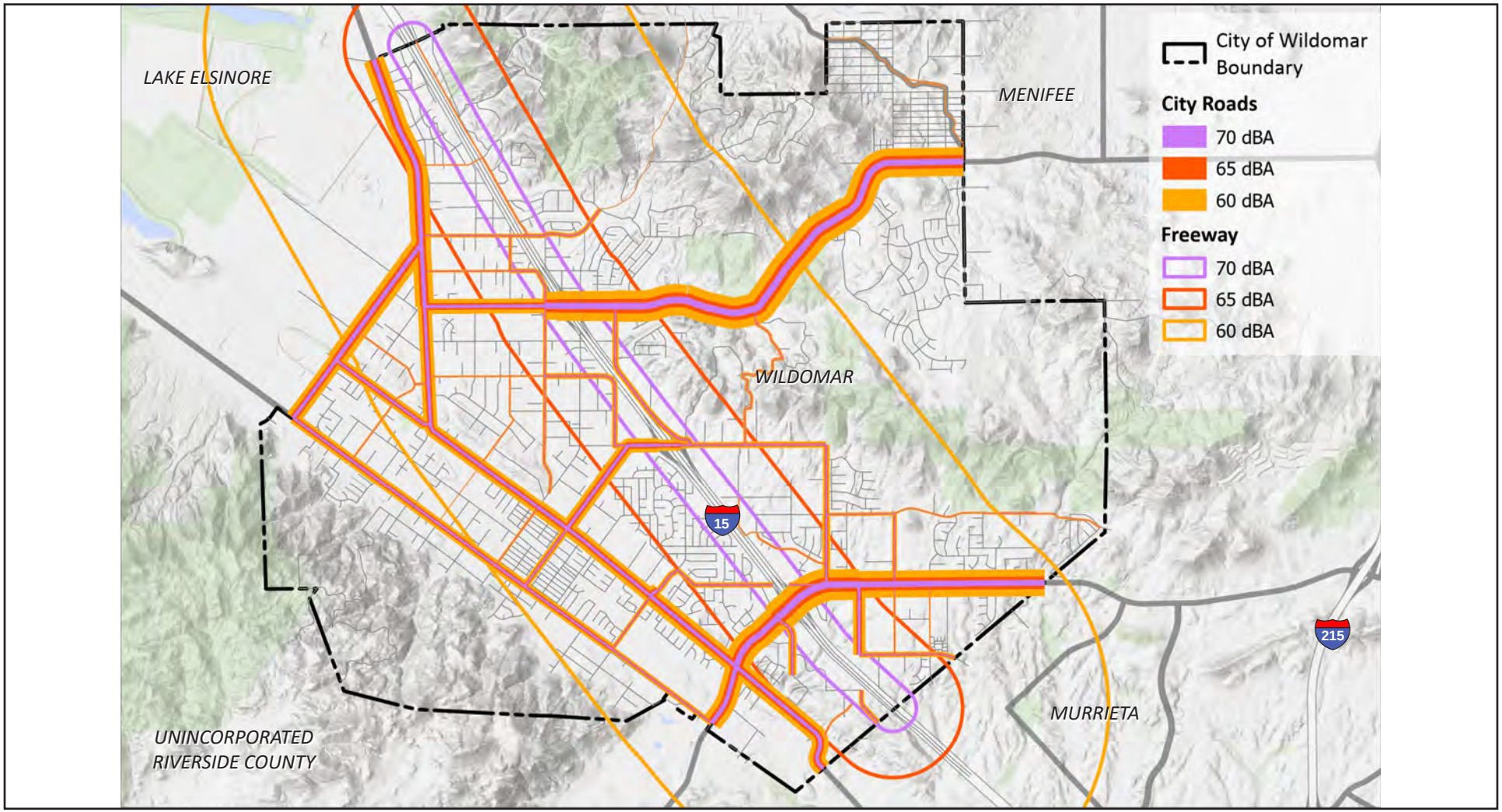
Roadway	Segment	Future ADT Volumes	CNEL dBA at 50 Feet	Distance to 70+ dBA CNEL in Feet	Distance to 65+ dBA CNEL in Feet	Distance to 60+ dBA CNEL in Feet
Bundy Canyon Road	Mission Trail to Orange Street	12,100	68.9	39	122	386
	Orange Street to I-15 SB Ramps	29,100	72.7	93	293	928
	I-15 SB Ramps to I-15 NB Ramps	32,200	73.1	103	325	1027
	I-15 NB Ramps to Monte Vista Road	32,800	73.2	105	331	1046
	Monte Vista Road to The Farm Road	35,100	73.5	112	354	1119
	The Farm Road to City Limit	30,400	72.9	97	307	970
Clinton Keith Road	Grand Avenue to Palomar Street	25,400	69.4	44	138	437
	Palomar Street to Hidden Springs Road	36,200	71.0	62	197	623
	Hidden Springs Road to I-15 SB Ramps	49,100	72.3	85	267	845
	I-15 SB Ramps to I-15 NB Ramps	48,400	72.2	83	263	833
	I-15 NB Ramps to Wildomar Trail	49,300	72.3	85	268	849
	Wildomar Trail to Inland Valley Drive	44,200	71.8	76	241	761
	Inland Valley Drive to City Limit	35,600	70.9	61	194	613
Corydon Road	Grand Avenue to Palomar Street	17,200	67.7	29	93	295
	Palomar Street to Mission Trail	23,400	69.0	40	127	401
Cottonwood Canyon Road	City Limit to Bundy Canyon Road	1,000	55.3	5	11	24
Grand Avenue	Corydon Road to Sheila Lane	13,400	69.3	43	135	427
	Sheila Lane to Gruwell Street	12,400	69.0	40	125	395
	Gruwell Street to Wildomar Trail	13,400	69.3	43	135	427
	Wildomar Trail to McVicar Street	11,300	68.6	36	114	360
	McVicar Street to Clinton Keith Rd	5,200	65.2	17	52	166
Gruwell Street	Grand Avenue to Palomar Street	3,100	56.9	2	8	25
Hidden Springs Road	Clinton Keith Rd to South of Clinton Keith Rd	6,500	63.5	11	36	113
Inland Valley Drive	Clinton Keith Road to Preilipp Road	15,000	69.8	48	151	478

Table 5.13-10 Future Traffic Noise Conditions

Roadway	Segment	Future ADT Volumes	CNEL dBA at 50 Feet	Distance to 70+ dBA CNEL in Feet	Distance to 65+ dBA CNEL in Feet	Distance to 60+ dBA CNEL in Feet
La Estrella Street	Wildomar Trail to Salida Del Sol	4,600	64.7	15	47	147
Lemon Street	Mission Trail to I-15	4,900	62.3	8	27	84
	I-15 to Lost Road	7,500	64.1	13	41	129
McVicar Street	Grand Avenue to Palomar Street	6,500	66.2	21	66	207
Mission Trail	City Limit to Lemon Street	25,400	73.3	107	337	1066
	Lemon Street to Corydon Road	23,500	72.9	99	312	986
	Corydon Road to Bundy Canyon Road	21,900	72.6	92	291	919
	Bundy Canyon Road to Palomar Street	13,800	70.6	58	183	579
Monte Vista Drive	Bundy Canyon Road to Wildomar Trail	4,300	64.4	14	43	137
Palomar Street	Corydon Road to Mission Trail	10,100	62.0	8	25	80
	Mission Trail to Orange Street/Gruwell Street	13,400	63.3	11	34	106
	Orange Street/Gruwell Street to Wildomar Trail	16,200	64.1	13	41	128
	Wildomar Trail to McVicar Street	14,600	63.6	12	37	116
	McVicar Street to Clinton Keith Rd	18,600	64.7	15	47	147
	Clinton Keith Rd to Washington Ave	18,900	64.8	15	47	150
Prielipp Road	Inland Valley Drive to City Limit	8,500	66.1	20	64	202
Salida Del Sol	La Estrella Street to Clinton Keith Road	5,100	63.8	12	38	121
Wildomar Trail	Grand Avenue to Palomar Street	9,900	62.0	8	25	79
	Palomar Street to I-15 SB Ramps	25,400	66.1	20	64	202
	I-15 SB Ramps to I-15 NB Ramps	17,900	64.5	14	45	143
	I-15 NB Ramps to Monte Vista Drive	8,400	61.3	7	21	67
	Wildomar Trail to La Estrella Street	8,600	61.4	7	22	68
	La Estrella Street to Clinton Keith Road	11,300	62.6	9	28	90

Source: Appendix 5.17-1.
Note: Calculated using the FHWA RD-77-108 model based on traffic data provided by Chen Ryan Associates.

Figure 5.13-3 - Future Traffic Noise Contours



Source: FEMA 2023.

Sound Insulation of Existing Residences and Sensitive Receptors

Exterior-to-interior noise reductions depend on the materials used, the design of the homes, and their conditions. To determine what upgrades would be needed, a noise study would be required for each house to measure exterior-to-interior noise reduction. Sound insulation may require upgraded windows, upgraded doors, and a means of mechanical ventilation to allow for a "windows closed" condition. There are no funding mechanisms and procedures that would guarantee that the implementation of sound insulation features at each affected home would offset the increase in traffic noise to interior areas and ensure that the state's 45 dBA CNEL standard for single-family and multifamily residences would be achieved.

Level of Significance After Mitigation: Impact 5.13-2 would be significant and unavoidable.

Impact 5.13-3: The proposed project would create groundborne vibration and groundborne noise that would cause short-term and long-term vibration. [Threshold N-2]

Construction Vibration

Construction activities at project sites within the City would generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the construction site varies depending on soil type, ground strata, and receptor-building construction. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Vibration from construction activities rarely reaches the levels that can damage structures but can achieve the audible and perceptible ranges in buildings close to the construction site. Table 5.13-11, *Vibration Levels for Construction Equipment*, lists reference vibration levels for construction equipment at 25 feet.

Table 5.13-11 Vibration Levels for Construction Equipment

Equipment	Approximate PPV Vibration Level at 25 Feet (inches per second)
Pile Driver, Impact (Upper Range)	1.518
Pile Driver, Impact (Typical)	0.644
Pile Driver, Sonic (Upper Range)	0.734
Pile Driver, Sonic (Typical)	0.170
Vibratory Roller	0.210
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozer	0.003

Source: FTA 2018.
Notes: Peak Particle Velocity (PPV) is the peak rate of speed at which soil particles move (*e.g.,* inches per second or in/sec) due to ground vibration.

As shown in Table 5.13-11, vibration generated by construction equipment has the potential to be substantial, since it has the potential to exceed the FTA criteria for architectural damage—*e.g.,* 0.12 inches per second PPV for fragile or historical resources, 0.2 in/sec PPV for nonengineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry. Construction details and equipment for future project-level developments under the Proposed General Plan are not known at this time but may cause vibration impacts. As such, impacts would be potentially significant.

Operational Vibration

Commercial and industrial operations in the City would generate varying degrees of ground vibration, depending on the operational procedures and equipment. Such equipment-generated vibrations would spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the vibration source varies depending on soil type, ground strata, and receptor-building construction. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels.

Proposed General Plan Policy N-1.8 would require new development to generate operation and/or construction vibration levels no greater than 75 Vdb at the property line of a sensitive receptor. However, because specific project-level information is not available at this time, it is not possible to quantify future vibration levels at vibration-sensitive receptors that may be near future vibration sources. Therefore, due to the potential for sensitive uses within the City to be exposed to annoying and/or interfering levels of vibration from commercial or industrial operations, operations-related vibration impacts associated with implementation of the proposed project are considered potentially significant.

Level of Significance Before Mitigation: Impact 5.13-3 would be potentially significant.

Mitigation Measures

Construction

N-2 **Vibration Analysis.** Prior to issuance of a building permit for a project requiring pile driving during construction within 135 feet of fragile structures, such as historical resources, within 100 feet of nonengineered timber and masonry buildings (*e.g.,* most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. This vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed Federal Transit Administration (FTA) architectural damage thresholds (*e.g.,* 0.12 inches per second [in/sec] peak particle velocity [PPV] for fragile or historical resources, 0.2 in/sec PPV for nonengineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed these thresholds, alternative methods shall be used, such as drilling piles instead of pile driving and static rollers instead of vibratory rollers. If necessary,

construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded.

Operation

N-3 **Vibration Analysis.** Prior to discretionary approval by the City of Wildomar for industrial development projects subject to review under the California Environmental Quality Act (CEQA) (*i.e.,* nonexempt projects) that utilize equipment that has the potential to result in vibration, a vibration analysis shall be conducted to assess and mitigate potential vibration impacts. This vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer and shall follow the latest CEQA guidelines, practices, and precedents.

Level of Significance After Mitigation: Impact 5.13-3 would be less than significant.

Impact 5.13-4: The proposed project would not expose residents and workers to airport-related noise. [Threshold N-3]

As discussed in Section 5.13.1.3 under "Aircraft Noise," the Skylark Airport (publicly known as Skydive Elsinore) is a private airstrip with minimal air traffic located approximately 425 feet west of the City's western boundary. Air traffic is primarily delegated to the 25 aircrafts owned by Skydive Elsinore that are used to provide skydiving and gliding services to the community. Daily flights would therefore be scarce based on the demand for these services.

The nearest public airport, which is approximately 4.8 miles southeast of Wildomar, is the French Valley Airport in the City of Murrieta. The airport noise contours do not extend into Wildomar's boundaries, and airport noise would not significantly affect nearby sensitive receptors (*i.e.,* all residences in Wildomar's boundaries are outside of the 55 dBA L_{dn} and 60 dBA L_{dn} noise contours) (Riverside County 2012).

Because the Proposed General Plan would not cause a direct increase in flights and all residences are outside of the 55 dBA L_{dn} and 60 dBA L_{dn} noise contours, impacts of airport-related noise on future residents and workers in the City would be less than significant.

Level of Significance Before Mitigation: Impact 5.13-4 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.13-4 would be less than significant.

5.13.5 Cumulative Impacts

Implementation of the proposed project would result in an increase in various land uses across the City (*e.g.,* residential, commercial, and industrial uses). This growth would result in an increase in roadway traffic

volumes and associated noise levels for major arterial and collector roadways throughout the City. Cumulative development conditions would result in a cumulative increase in roadway noise levels.

Future cumulative transportation noise levels are projected to exceed the established noise standards, resulting in a significant cumulative impact. While traffic volumes would likely increase regardless of the implementation of the proposed project, the proposed project would introduce new development that would contribute to cumulative traffic volumes. Consequently, the proposed project's contribution would be cumulatively considerable. Implementation of the mitigation measures identified below would reduce the project's contribution to cumulative traffic noise impacts, but not to a level that is less than significant. Therefore, cumulative impacts would be significant.

5.13.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impact would be less than significant: 5.13-4.

Without mitigation, the following impacts would be **potentially significant**:

- **Impact 5.13-1:** Construction activities would result in temporary noise increases in the vicinity of the proposed project.
- **Impact 5.13-2:** Project implementation would generate a substantial traffic noise increase on local roadways.
- **Impact 5.13-3:** Individual construction developments for future projects may expose sensitive uses to excessive levels of groundborne vibration.

5.13.7 Mitigation

Impact 5.13-1

N-1 **Construction Noise Measures.** Construction contractors shall implement the following measures for construction activities conducted in the City of Wildomar. Construction plans submitted to the City shall identify these measures on demolition, grading, and construction plans. The City of Wildomar shall verify that grading, demolition, and/or construction plans submitted to the City include these notations prior to issuance of demolition, grading, and/or building permits.

- During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques (*e.g.,* improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible to maintain construction noise levels at or below the performance standard of 80 dBA Leq. Proper mufflers

and/or silencers can achieve a 4 to 5 dBA reduction, while engine enclosers can achieve 8 to 10 dBA reduction.

- Impact tools (*e.g.,* jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible to maintain construction noise levels at or below the performance standard of 80 dBA Leq. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools. Pneumatic tools typically measure at a noise level of 6 to 8 dBA lower than impact tools.
- Stationary equipment, such as generators and air compressors, shall be located as far as feasible from nearby noise-sensitive uses.
- Stockpiling shall be located as far as feasible from nearby noise-sensitive receptors.
- Construction traffic shall be limited, to the extent feasible, to approved haul routes established by the City Planning and Building Agency.
- At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City.
- As noted in 13 CCR 2480 & 2485 under CARB, any law enforcement department, including air districts and CARB, can fine a 10,000 pound or greater truck owner and driver up to $1000 per day for illegal idling. Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes.
- During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart back-up alarms, which automatically adjust the alarm level based on the background noise level or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws.
- If construction is anticipated for prolonged periods, as required by the Community Development Director, erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors), as necessary and feasible, to maintain construction noise levels at or below the performance standard of 80 dBA Leq. Barriers shall be constructed with a solid material

that has a density of at least 4 pounds per square foot with no gaps from the ground to the top of the barrier.

Impact 5.13-2

No feasible mitigation measures have been identified that would substantially reduce impacts associated with a substantial increase in traffic noise levels. However, a number of measures were considered for mitigating or avoiding traffic noise impacts.

Special Roadway Paving

Notable reductions in tire noise have been achieved via the implementation of special paving materials, such as rubberized asphalt or open-grade asphalt concrete overlays. For example, the California Department of Transportation (Caltrans) conducted a study of pavement noise along Interstate 80 in Davis and found an average improvement of 6 dBA to 7 dBA compared to conventional asphalt overlay (Caltrans 2011).

Sound Barrier Walls

With a cursory review of aerial depictions of the impacted segments, the majority of residences along the study segments have direct access (via driveways) to the associated roadways. Therefore, barrier walls would prevent access to/from individual properties and would be infeasible. Further, these impacted homes are on private property outside of the control of future project developers, so there may be limited admittance onto these properties to construct such walls. Lastly, the costs versus benefits ratio in relation to the number of benefited households may not be feasible and reasonable in all cases.

Sound Insulation of Existing Residences and Sensitive Receptors

Exterior-to-interior noise reductions depend on the materials used, the design of the homes, and their conditions. To determine what upgrades would be needed, a noise study would be required for each house to measure exterior-to-interior noise reduction. Sound insulation may require upgraded windows, upgraded doors, and a means of mechanical ventilation to allow for a "windows closed" condition. There are no funding mechanisms and procedures that would guarantee that the implementation of sound insulation features at each affected home would offset the increase in traffic noise to interior areas and ensure that the state's 45 dBA CNEL standard for single-family and multifamily residences would be achieved.

Impact 5.13-3

Construction

N-2 **Vibration Analysis.** Prior to issuance of a building permit for a project requiring pile driving during construction within 135 feet of fragile structures, such as historical resources, within 100 feet of nonengineered timber and masonry buildings (*e.g.,* most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. This vibration analysis shall be conducted by a qualified and experienced acoustical

consultant or engineer. The vibration levels shall not exceed Federal Transit Administration (FTA) architectural damage thresholds (*e.g.,* 0.12 inches per second [in/sec] peak particle velocity [PPV] for fragile or historical resources, 0.2 in/sec PPV for nonengineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed these thresholds, alternative methods shall be used, such as drilling piles instead of pile driving and static rollers instead of vibratory rollers. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded.

Operation

N-3 **Vibration Analysis.** Prior to discretionary approval by the City of Wildomar for industrial development projects subject to review under the California Environmental Quality Act (CEQA) (*i.e.,* nonexempt projects) that utilize equipment that has the potential to result in vibration, a vibration analysis shall be conducted to assess and mitigate potential vibration impacts. This vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer and shall follow the latest CEQA guidelines, practices, and precedents.

5.13.8 Level of Significance After Mitigation

Impact 5.13-1

Implementation of Mitigation Measure N-1 would reduce potential noise impacts during construction to the extent feasible through implementation of construction best management practices. However, due to the potential for proximity of construction activities to sensitive uses, the number of construction projects occurring simultaneously, and the potential duration of construction activities, Impact 5.13-1 (construction noise) could result in a temporary substantial increase in noise levels above ambient conditions. Therefore, impacts would remain ***significant and unavoidable***. It should be noted that the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level).

Impact 5.13-2

There are no feasible or practical mitigation measures available to reduce project-generated traffic noise to less-than-significant levels for existing residences along the affected roadway. No individual measure and no set of feasible or practical mitigation measures are available to reduce project-generated traffic noise to less-than-significant levels in all cases. Therefore, traffic noise would remain a ***significant and unavoidable*** impact. It should be noted that the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level.

Impact 5.13-3

Implementation of Mitigation Measures N-2 and N-3 and adherence to associated performance standards would reduce Impact 5.13-3 to less-than-significant levels. Specifically, Mitigation Measure N-2 would require use of alternative construction techniques for construction activities proximate to historic resources to reduce potential vibration impacts during construction below the pertinent thresholds, and Mitigation Measures N-3 (operations-related vibration) would require that stationary sources reduce potential vibration impacts from commercial/industrial uses to less-than-significant levels.

5.13.9 References

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5.14 POPULATION AND HOUSING

This section of the DEIR examines the potential for socioeconomic impacts of the Proposed General Plan on the City of Wildomar, including changes in population, employment, and housing. Cumulative impacts related to population and housing would be contiguous with the City boundaries.

FOCAL POINT

The intent of the Proposed General Plan is to encourage development on land already proposed for development, as well as intensification and infill projects rather than the annexation of land for development. Because the City is surrounded by other incorporated jurisdictions and Cleveland National Forest, it does not have opportunities to expand or create a Sphere of Influence. Development under the Proposed General Plan would result in a more balanced jobs-housing ratio compared to existing conditions, due to the increase in employment opportunities.

5.14.1 Environmental Setting

5.14.1.1 REGULATORY BACKGROUND

State Regulations

California Housing Element Law

California Planning and Zoning Law requires each city and county to adopt a general plan for future growth (California Government Code Section 65300). This Plan must include a housing element that identifies housing needs for all economic segments and provides opportunities for housing development to meet that need. At the state level, the Housing and Community Development Department (HCD) estimates the relative share of California's projected population growth that would occur in each county based on California Department of Finance population projections and historical growth trends. These figures are compiled by HCD in a Regional Housing Needs Assessment (RHNA) for each region of California. Where there is a regional council of governments, the HCD provides the RHNA to the council. The council then assigns a share of the regional housing need to each of its cities and counties. The process of assigning shares gives cities and counties the opportunity to comment on the proposed allocations. The HCD oversees the process to ensure that the council of governments distributes its share of the state's projected housing need.

State law recognizes the vital role local governments play in the supply and affordability of housing. To that end, California Government Code requires that the housing element achieve legislative goals to:

- Identify adequate sites to facilitate and encourage the development, maintenance, and improvement of housing for households of all economic levels, including persons with disabilities.
- Remove, as legally feasible and appropriate, governmental constraints to the production, maintenance, and improvement of housing for persons of all incomes, including those with disabilities.

- Assist in the development of adequate housing to meet the needs of low and moderate income households.
- Conserve and improve the condition of housing and neighborhoods, including existing affordable housing. Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability.
- Preserve for lower income households the publicly assisted multifamily housing developments in each community.

California housing element laws (California Government Code Sections 65580–65589) require that each city and county identify and analyze existing and projected housing needs within its jurisdiction and prepare goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community commensurate with local housing needs. The City of Wildomar General Plan Housing Element was updated in 2021 for the 2021–2029 cycle.

Housing Accountability Act

The Housing Accountability Act (HAA)'s primary effect is to limit local governments' ability to disapprove or delay housing projects for arbitrary reasons; under the HAA, if a housing development project complies with the local zoning code and general plan, the local government may not disapprove it except in very narrow circumstances. If a local government disapproves a project, specific written findings based upon substantial evidence must be made to support the disapproval. Examples of objective standards are those that are measurable and have clear criteria that are determined in advance, such as numerical setback, height limit, universal design, lot coverage requirement, or parking requirement. Under the HAA, an applicant is entitled to the full density allowed by the zoning and/or general plan provided the project complies with all objective general plan, zoning, and subdivision standards and provided that the full density proposed does not result in a specific, adverse impact on public health and safety and cannot be mitigated in any other way.

Assembly Bill (AB) 678 of 2017 made various amendments to Government Code Section 65589.5 of the HAA to prohibit "…a local agency from disapproving, or conditioning approval in a manner than renders infeasible, a housing development project for very low, low-, or moderate-income households or an emergency shelter unless the local agency makes specified written findings based upon substantial evidence in the record." This amendment also requires that a city make findings "…based on a preponderance of the evidence in the record" (GOVT § 65589.5(i)).

AB 1515: Reasonable Person Standard

AB 1515, which was adopted in 2017, made amendments to Government Code Section 65589.5 of the HAA specifies "that a housing development project or emergency shelter is deemed consistent, compliant, and in conformity with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision if there is substantial evidence that would allow a reasonable person to conclude that the housing development project or emergency shelter is consistent, compliant, or in conformity" (GOVT § 65589.5(f)).

AB 1515 provides for a broader range of housing projects to be afforded the protections of the HAA if the project is consistent with local planning rules.

Senate Bill 330 (SB 330)

SB 330, the Housing Crisis Act of 2019, which amended Government Code Section 65589.5 of the HAA, states that until January 1, 2025, an application would be deemed complete if a preliminary application was submitted and it complied with the applicable objective general plan and zoning standards in effect at the time. The Planning and Zoning Law requires a public hearing be held on an application for a variance from the requirements of a zoning ordinance or an application for a conditional use permit. However, SB 330 prohibits any city or county from conducting more than five hearings held pursuant to these provisions if a housing development project complies with the applicable objective general plan and zoning standards in effect at the time an application is deemed complete. Additionally, SB 330 reduced the time during which a lead agency can approve or disapprove a project from 120 days to 90 days. In 2020, Senate Bill 8 (SB 8) accelerated the approval of housing projects throughout California and also extended the January 1, 2025, deadline to 2030.

Regional Regulations

Southern California Association of Governments (SCAG)

SCAG is a regional council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, which encompass over 38,000 square miles. SCAG is the federally recognized metropolitan planning organization (MPO) for this region and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's MPO, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation, and other agencies in preparing regional planning documents. The City of Wildomar is within the Western Riverside Council of Governments (WRCOG) subregion of SCAG.

Regional Transportation Plan/Sustainable Community Strategy

SCAG develops regional plans to achieve specific regional objectives. On September 3, 2020, SCAG adopted the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS), a long-range visioning plan that balances future mobility and housing needs with mobility, economy, healthy/complete communities, and the environment (SCAG 2020a). This long-range plan, which is a requirement of the state of California and the federal government is updated by SCAG every four years as demographic, economic, and policy circumstances change. A component of the RTP/SCS is a set of growth forecasts that estimates employment, population, and housing growth. These estimates are used by SCAG, transportation agencies, and local agencies to anticipate and plan for growth. The most recent jurisdictional growth forecasts are from the 2016–2040 RTP/SCS; the 2020–2045 RTP/SCS lists the 2045 growth forecasts.

Local Regulations

City of Wildomar Municipal Code

Title 17, Zoning, of the Wildomar Municipal Code includes development standards within the various zoning districts in the City.

2021-2029 Housing Element

The City's Housing Element conveys the City's local goals, policies, and actions (programs) to address the housing needs for existing and future residents. The purpose of the Housing Element is to identify housing solutions that solve the City's local housing problems and to meet or exceed the regional housing needs allocation (Wildomar 2021). Some applicable policies include:

- **Policy H-1.** Ensure there is a sufficient supply of multifamily and single-family zoned land to meet the housing needs identified in the RHNA.
- **Policy H-3.** Facilitate the development of affordable housing by providing, when feasible, appropriate financial and regulatory incentives.
- **Policy H-4.** To the extent resources are available, assist in the provision of homeownership assistance for lower- and moderate-income households.
- **Policy H-6.** Periodically review the City's regulations, ordinances, and development fees/exactions to ensure they do not unduly constrain the production, maintenance, and improvement of housing.
- **Policy H-7.** Provide streamlined processing of residential projects to minimize time and costs to encourage housing production.
- **Policy H-8.** Grant density bonuses to encourage the development of affordable housing.
- **Policy H-9.** Allow for the development of Accessory Dwelling Units (ADUs) as an adorable housing option.
- **Policy H-10.** Encourage housing developers to produce affordable units by providing assistance and incentives for projects that include new affordable units available to lower- and moderate-income households and/or special needs housing.
- **Policy H-11.** Promote the development of housing for special needs groups, such as housing for seniors; housing for persons with physical, developmental, or mental disabilities; farmworker housing; housing for extremely low-income persons; homeless; and housing for large households.
- **Policy H-14.** Pursue all available federal and state funds to establish a housing rehabilitation program.

- **Policy H-19.** Expand the availability of affordable and/or special needs housing through acquisition or conversion.

5.14.1.2 EXISTING CONDITIONS

Population

Table 5.14-1, *Population Trends in the City of Wildomar and Riverside County*, indicates the population growth in the City of Wildomar and Riverside County from 2012 to 2022.

Table 5.14-1 Population Trends in the City of Wildomar and Riverside County

	City of Wildomar		Riverside County	
Year	Population	Percent Change	Population	Percent Change
2012	33,073	N/A	2,244,472	N/A
2013	33,800	2.20%	2,268,660	1.08%
2014	34,384	1.73%	2,290,907	0.98%
2015	34,812	1.24%	2,315,547	1.08%
2016	35,094	0.81%	2,342,612	1.17%
2017	35,844	2.14%	2,374,555	1.36%
2018	36,436	1.65%	2,397,662	0.97%
2019	36,878	1.21%	2,419,057	0.89%
2020	36,720	-0.43%	2,418,185	-0.04%
2021	36,713	-0.02%	2,418,727	0.02%
2022	37,326[1]	1.67%	2,430,976	0.51%

Sources: DOF 2021, 2023.

[1] To estimate existing population, persons per household (pph) rates are applied to households. January 2022 CA DOF E-5 data report the average number of persons per household (pph) in Wildomar to be 3.24. Estimates produced using this rate result in a population estimate of 37,326. This deviates by approximately 2% from the January 2022 CA DOF E-5 estimate of 36,586, a degree of difference within an acceptable range according to best practices for parcel-based buildout analyses. Persons-per-household rates cited in these datasets are blended rates, reflecting an average across housing types of different sizes.

Housing

Housing Trends

As shown in Table 5.14-2, *Housing Growth Trends in the City of Wildomar and Riverside County*, the rate of housing growth has varied over the years from 2012 to 2022.

Table 5.14-2 Housing Growth Trends in the City of Wildomar and Riverside County

	City of Wildomar		Riverside County	
Year	Total Housing Units	Percent Change	Total Housing Units	Percent Change
2012	10,857	N/A	807,970	N/A
2013	10,927	0.64%	812,234	0.53%
2014	11,047	1.10%	817,008	0.59%
2015	11,136	0.81%	822,911	0.72%
2016	11,193	0.51%	828,383	0.66%
2017	11,343	1.34%	834,652	0.76%

Table 5.14-2 Housing Growth Trends in the City of Wildomar and Riverside County

	City of Wildomar		Riverside County	
Year	Total Housing Units	Percent Change	Total Housing Units	Percent Change
2018	11,454	0.98%	840,904	0.75%
2019	11,554	0.87%	847,851	0.83%
2020	11,724	1.47%	848,549	0.08%
2021	11,743	0.16%	854,164	0.66%
2022	11,988[1]	2.09%	863,784	1.13%

Source: DOF 2021, 2023.
[1] Calculations using data provided by the City and SCAG's existing land use dataset identified the number of units associated with each parcel, totaling 11,988 dwelling or housing units. This estimate is consistent with California Department of Finance (CA DOF) information published in January 2022, which estimated 11,750 total housing units in the City.

Regional Housing Needs Assessment (RHNA)

As shown in Table 5.14-3, *City of Wildomar 2021–2029 Regional Housing Needs Assessment*, the City of Wildomar's RHNA allocation for the 2021–2029 planning period is 2,715 units. This number was calculated by SCAG based on the City's share of the region's employment growth, migration and immigration trends, and birth rates.

Table 5.14-3 City of Wildomar 2021–2029 Regional Housing Needs Assessment

Income Category	Income Range[1]	Number of Units	Percentage
Extremely Low Income[2]	$0-$26,200	399	14.70%
Very Low	$26,201-$37,650	399	14.70%
Low	$37,651-$60,250	450	16.57%
Moderate	$60,251-$90,350	434	15.99%
Above Moderate	$90,351 or more	1,033	38.05%
	Total	2,715	100%

Source: Wildomar 2021.
[1] Based on a four-person household.
[2] It is assumed that 50% of the very low-income unit allocation will be for extremely low-income households.

Employment

Employment Trends

According to the California Employment Development Department (EDD), the growth rate of employment in the City of Wildomar and Riverside County increased throughout 2012 to 2022. The City of Wildomar and Riverside County employment and annual employment change percentages are shown in Table 5.14-4, *City of Wildomar and Riverside County Employment Trends.*

Table 5.14-4 City of Wildomar and Riverside County Employment Trends

Year	City of Wildomar		Riverside County	
	Employment (Persons)	Percent Change	Employment (Persons)	Percent Change
2012	13,600	N/A	868,800	N/A
2013	13,900	2.21%	893,500	2.84%
2014	14,900	7.19%	925,500	3.58%
2015	15,400	3.36%	963,800	4.14%
2016	15,800	2.60%	987,200	2.43%
2017	16,400	3.80%	1,014,200	2.74%
2018	16,800	2.44%	1,041,700	2.71%
2019	17,000	1.19%	1,061,500	1.90%
2020	15,700	-7.65%	1,008,000	-5.04%
2021	16,400	4.46%	1,050,000	4.17%
2022	17,200	4.88%	1,104,100	5.15%

Source: EDD 2023.

Existing Jobs

Table 5.14-5, *City of Wildomar; Industry by Occupation (2010 and 2020),* shows the total number of jobs per industry in the City in 2010 and 2020. According to the estimates calculated by the US Census, the City of Wildomar had 3,328 jobs in 2010 and 5,841 jobs in 2020. The three largest occupational categories during 2010 and 2020 were Health Care and Social Services, Construction, and Accommodation and Food Services (U.S. Census Bureau 2023).

Table 5.14-5 City of Wildomar; Industry by Occupation (2010 and 2020)

Industry/Occupation	Number of Jobs in 2010	Number of Jobs in 2020
Agriculture, Forestry, Fishing, Hunting	41	64
Mining, Quarrying, and Oil and Gas Extraction	3	0
Utilities	13	151
Construction	436	905
Manufacturing	78	104
Wholesale Trade	15	33
Retail Trade	184	356
Transportation and Warehousing	31	96
Information	35	66
Finance and Insurance	30	39
Real Estate and Rental and Leasing	116	146

Table 5.14-5 City of Wildomar; Industry by Occupation (2010 and 2020)

Industry/Occupation	Number of Jobs in 2010	Number of Jobs in 2020
Professional, Scientific, and Technical Services	106	263
Management of Companies and Enterprises	4	25
Administration and Support, Waste Management and Remediation	90	378
Educational Services	334	532
Health Care and Social Assistance	1,033	1,669
Arts, Entertainment, and Recreation	160	98
Accommodation and Food Services	380	625
Other Services (Excluding Public Administration)	224	278
Public Administration	15	13
Total	3,328	5,841

Source: US Census Bureau 2023.

Growth Projections

Southern California Association of Governments

SCAG undertakes comprehensive regional planning with an emphasis on transportation, producing an RTP/SCS, which provides projections of population, households, and total employment for both the City of Wildomar and Riverside County. Based on their share of California's and the region's employment growth, migration and immigration trends, and birth rates, SCAG projects the population, housing, and employment will grow at an increasing rate in the City of Wildomar and Riverside County. These projections are summarized in Table 5.14-6, *SCAG Growth Projections for the City of Wildomar and Riverside County*.

Table 5.14-6 SCAG Growth Projections for the City of Wildomar and Riverside County

	City of Wildomar				Riverside County			
	2020	2035	2040	2045	2020	2035	2040	2045
Population	38,700	53,700	56,200	55,200	2,479,800	3,055,100	3,183,700	3,251,900
Households	12,900	17,300	18,100	19,600	802,400	1,009,000	1,054,300	1,086,200
Housing Units[1]	12,255	16,435	17,195	18,620	762,280	958,550	1,001,585	1,031,890
Employment	8,800	12,900	13,500	11,200	848,700	1,111,800	1,174,300	1,102,600
Jobs-Housing Ratio	0.72	0.78	0.79	0.60	1.11	1.16	1.17	1.07

Source: SCAG 2016, 2020.
[1] Housing units in SCAG projections are estimated based on number of households and a vacancy rate of 5 percent.

Job-Housing Ratio

The job-housing ratio is a general measure of the total number of jobs versus housing in a defined geographic area, without regard to economic constraints or individual preferences. The jobs-housing ratio, as well as the type of jobs versus the price of housing, has implications for mobility, air quality, and the distribution of tax revenues. The job-housing ratio is one indicator of a project's effect on growth and quality of life in the City. SCAG applies the job-housing ratio at the regional and subregional levels to analyze the fit between jobs, housing, and infrastructure. A focus of SCAG's regional planning efforts has been to improve this balance; however, job-housing goals and ratios are only advisory. There is no ideal job-housing ratio adopted in state, regional, or City policies. The American Planning Association (APA) is an authoritative resource for community planning best practices, including recommendations for assessing job-housing ratios. Although APA recognizes that an ideal job-housing ratio will vary across jurisdictions, its recommended target for an appropriate job-housing ratio is 1.5, with a recommended range of 1.3 to 1.7 jobs for each housing unit (Weitz 2003).

As shown in Table 5.14-7, based on SCAG's growth projections, the City of Wildomar is projected not to be a jobs-rich community, with the number of housing units increasing at a faster rate than jobs.

5.14.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

P-1 Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

P-2 Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

5.14.3 Proposed General Plan Goals and Policies

Land Use Element

GOAL LU 2 Development Capacity: Responsible growth through well-planned development provides for the needs of Wildomar's residents and businesses, makes efficient use of land and infrastructure, protects important environmental resources, promotes the health of the community, and maintains the unique character distinguishing the City as a special place in the region.

- **Policy LU-2.2 Population Density Standard.** Pursuant to State law, each land use designation that provides for residential development is assigned a population density standard for the purposes of projection and infrastructure planning. These population density standards are relevant only for general planning purposes, and shall not be interpreted as constituting legal limitations on the number of persons who may reside at any particular location or parcel.

GOAL LU 8 Residential Neighborhoods: A City composed of neighborhoods with a variety of housing types that are desirable places to live, contribute to the quality of life, and are well maintained.

- **Policy LU-8.1 Variety of Housing Types.** Accommodate the development of a variety of housing types, styles and densities that are accessible to and meet the needs of a range of lifestyles, physical abilities, and income levels, including medium density housing types, such as duplexes, townhouses, stacked flats, courtyard homes, patio homes, and zero lot line homes.

- **Policy LU-8.2 Connections and Linkages.** Integrate networks of parks, plazas, public squares, bicycle trails and pedestrian paths into new residential development to provide both connections within each community and linkages with surrounding features and neighborhoods.

- **Policy LU-8.3 Activity Centers.** Establish activity centers within or near residential neighborhoods that contain services such as child or adult care, recreation, public meeting rooms, convenience commercial uses, or similar facilities.

GOAL LU 10 Mixed-Use Districts and Corridors: Well-designed districts and corridors contain an integrated mix of commercial, office, and/or housing that enable Wildomar's residents to live close to businesses and employment, reduce automobile use, and actively engage and enhance pedestrian activity.

- **Policy LU-10.1. Mixed Use Design and Development.** Encourage mixed use development, as designated in the Land Use Plan, that is designed appropriately for Wildomar.

- **Policy LU-10.2. Integrated Housing and Commercial Development.** Support the development of housing integrated with commercial and/or office uses on existing commercially developed properties characterized by declining retail activity.

Economic Development Element

GOAL ED 1 Vibrant Local Economy: A resilient local economy that provides goods and services desired by residents and contributes to the community's quality of life and sense of place.

- **Policy ED-1.4 Workforce Housing.** Support an adequate and reliable workforce for local businesses by promoting the development of housing opportunities suited to the range of incomes, in accordance with the Land Use Element and the Housing Element.

- **Policy ED-1.5 Employment Opportunities for Residents.** Support the growth of existing businesses, the creation of new businesses, and the attraction of businesses that provide employment opportunities suited to a variety of skills and education levels.

5.14.4 Environmental Impacts

5.14.4.1 METHODOLOGY

The project area's demographics are examined in the context of existing and projected populations and housing units for the Riverside County region and the City of Wildomar. Information on population, housing, and employment for the project area is available from several sources, including:

- **California Department of Finance (DOF).** The DOF prepares and administers California's annual budget. Other duties include estimating population demographics and enrollment projections.

- **Southern California Association of Governments (SCAG).** Policies, programs, employment, housing, and population projections adopted by SCAG to achieve regional objectives are expressed in its 2016 and 2020 RTP/SCS.

- **United States Census Bureau (US Census Bureau).** The official United States Census is described in Article I, Section 2 of the Constitution of the United States. It calls for an actual enumeration of the people every 10 years, to be used for apportionment among the states of seats in the House of Representatives. The United States Census Bureau publishes population and household data gathered in the decennial census.

    - **Longitudinal Employer-Household Dynamics (LEHD).** The Longitudinal Employer-Household Dynamics (LEHD) program is part of the Center for Economic Studies at the U.S. Census Bureau. The LEHD program produces cost effective, public-use information combining federal, state, and Census Bureau data on employers and employees under the Local Employment Dynamics (LED) Partnership. State and local authorities increasingly need detailed local information about their economies to make informed decisions. The LED Partnership works to fill critical data gaps and provide indicators needed by state and local authorities.

- **California Employment Development Department (EDD).** The Labor Market Information Division (LMID) is the official source for California Labor Market Information. This division collect, analyze, and publish statistical data and reports on California's labor force, industries, occupations, employment projections, wages and other important labor market and economic data.

5.14.4.2 IMPACT ANALYSIS

Impact 5.14-1: The proposed project would directly result in population growth in the project area. [Threshold P-1]

It is important to note the differences between project buildout and SCAG projections. SCAG projections are utilized in this analysis for general comparison purposes. Buildout of the City is not linked to a development timeline and is based on expected growth rates through the year 2045. In addition, the proposed project provides policy level guidance and does not contain specific project proposals. On the other hand, SCAG projections are based on annual increments in order to develop regional growth projections for land use and

transportation planning over a 20-year horizon to 2045. A comparison of the Proposed General Plan buildout to SCAG's population, housing, and employment projections assists in providing context for comparison.

Table 5.14-7, *Comparison of 2045 SCAG and Proposed General Plan Buildout Projections,* shows the buildout projections in accordance with the Proposed General Plan buildout in comparison to the SCAG 2045 projections.

Table 5.14-7 Comparison of 2045 SCAG and Proposed General Plan Buildout Projections

	Existing Conditions	2045 SCAG Projections	General Plan Update Buildout Projections (2045)
Population	37,326	55,200	65,325
Employment	5,841	11,200	12,115
Housing Units	11,988	18,620[1]	20,980
Jobs-Housing Ratio	0.49	0.60	0.58

Source: SCAG 2020.
[1] SCAG projections are stated in terms of number of households and assume a vacancy rate of 5 percent.

Population and Employment

Under existing conditions, the City has approximately 37,326 residents and 5,841 jobs. By the year 2045, there would be approximately 65,325 residents and 12,115 jobs, assuming all residents and employees are new to the City, which is an increase of 75 percent and 107 percent, respectively, compared to existing conditions.

The SCAG population and employment projections for Wildomar in 2045 are 55,200 residents and 11,200 jobs, respectively. The population and employment projections under the Proposed General Plan would be approximately 18 percent and 8 percent greater than the SCAG 2045 projections, respectively. The RHNA associated with the statewide housing crisis has created an expectation that population projections for the region, and for the City, will need to change. Because of this, the SCAG RTP/SCS projections are out of sync with RHNA allocations, and do not reflect substantial growth projections forecasted for Wildomar. The current projections shown in Table 5.14-4 and Table 5.14-6 do not reflect the RHNA and the approximately 65,325 new residents and 12,115 new jobs at buildout. While it is possible that some of the proposed residents and employees would be existing in the City, it is unlikely that all of them would be existing residents and employees from the City. While the proposed population and jobs would exceed SCAG estimates, the increase would not be a substantial unplanned growth in population; the City can accommodate the potential growth as described in this DEIR, and therefore, impacts would be less than significant.

Housing

There are currently 11,988 housing units in the City and at full buildout there would be 20,980 units, which is an increase of 75 percent from existing conditions. The estimated forecast for housing units under the Proposed General Plan would exceed the 2045 SCAG projections (see Table 5.14-7) by approximately 13 percent.

It should be noted that the State of California has a shortage of housing. In 2019, Governor Newsom signed several bills aimed at addressing the need for more housing, including the Housing Crisis Act of 2019 (Senate Bill 330). While the RTP/SCS may not forecast substantial growth, the RTP/SCS was prepared prior to HCD's RHNA allocation to SCAG of 1.34 million units, which led SCAG to ultimately assign to the City of Wildomar a RHNA allocation for the 2021–2029 planning period of 2,715 units. This RHNA allocation is slightly larger than the City's previous RHNA allocation (2,535 units) and larger than the relatively flat growth forecast in the RTP/SCS, indicating that SCAG's RTP/SCS is out of sync with RHNA allocations and that both HCD and SCAG forecast substantial growth for Wildomar that is not yet reflected in the RTP/SCS.

The City adopted its Housing Element and obtained state certification in 2021, including several policies that support a variety of housing types and densities to accommodate the requirements of the RHNA. For example, Policy H-1 supports sufficient supply of multifamily and single-family zoned land; Policy H-3, Policy H-8, and Policy H-9 call for the development of affordable housing; and Policy H-11 encourages the development of housing for special needs groups (Wildomar 2021). As indicated above, the increase would not result in a substantial unplanned growth in housing since SCAG's RTP/SCS is out of sync with the RHNA allocations. Additionally, with a statewide shortage in housing, the RHNA requirements, and City's RHNA allocation, there is a need for an increase in housing. Therefore, impacts would be less than significant.

Jobs-Housing Ratio

According to Table 5.14-7, the 2045 SCAG jobs-housing ratio would be 0.60 and the under the Proposed General Plan the jobs-housing ratio would be 0.58, which are both more than the City's existing ratio of 0.49. Thus, implementation of the proposed project would bring the City closer to the target ratio of 1.3 to 1.7 jobs per housing unit.

In general, the land uses identified in the Proposed General Plan provide opportunities for residents in the City of Wildomar to both live and work in the City rather than commuting to other areas. Additionally, the Economic Development Element identifies several policies aimed at supporting a resilient local economy and workforce housing for Wildomar residents. Therefore, while the buildout of the proposed project would directly and indirectly induce population growth, the jobs-housing ratio in the City would be improved after buildout allowed under the proposed project. Therefore, impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.14-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.14-1 would be less than significant.

Impact 5.14-2: Project implementation would not result in displacing people and/or housing. [Threshold P-2]

The purpose of the Proposed General Plan is to provide orderly growth in the City of Wildomar through the distribution, location, balance, and extent of land uses. The Proposed General Plan introduces new land use designations—Mixed Use Low (MUL) and Mixed Use High (MUH)—which better define the existing Mixed Use Planning Area (MUPA) designation.

The proposed project would include a variety of housing types and provide additional residential opportunities within the City. Compliance with the City's Housing Element would facilitate the development of the various housing types by providing a supply of land that is adequate to accommodate the RHNA and maintain an inventory of housing opportunity sites. As part of the Housing Element, the City of Wildomar prepared a land inventory of adequate sites to show how the City could meet the requirements for the RHNA through appropriate zoning and development standards (Wildomar 2021). Additionally, Government Code Section 66300(d)(2) requires that any project that would demolish residential units must create at least as many units as will be demolished.

As described in Chapter 5.11, *Land Use and Planning*, the land use pattern, intensities, and densities under the proposed project would remain generally unchanged, and future development would occur in areas that are already planned for development. Moreover, the Housing Element provides policies that ensure sufficient housing supply, assist with homeownership, streamline the process of residential projects, increase affordable housing, and establish a rehabilitation program, such as Policies H-1, H-4, H-7, H-9, and H-14. Therefore, the Proposed General Plan would not displace any people and would provide more housing opportunities than currently exist, and there would be no impact.

Level of Significance Before Mitigation: Impact 5.14-2 would not be significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.14-2 would not be significant.

5.14.5 Cumulative Impacts

The context considered for cumulative impacts is the region covered by SCAG. As discussed above, development under the Proposed General Plan would not displace housing within the City. Because the City of Wildomar has no control over development in other areas in the region, it would not contribute to the displacement of housing on other sites within the region. The proposed project would encourage development on land within the City that is already proposed for development, as well as intensification and infill projects rather than the annexation of land for development. The projected change in the jobs-housing ratio is intended to encourage the creation of jobs for more of the City's residents who currently commute elsewhere for employment. Development under the Proposed General Plan would be more balanced,

compared to existing conditions, by increasing employment opportunities as well as residential options for residents at various income levels.

While the Proposed General Plan would exceed the growth projections in SCAG's RTP/SCS growth forecasts for population, employment, and housing growth, the SCAG RTP/SCS projections do not account for RHNA allocations, growth trend changes, and housing shortages. Therefore, the proposed project's impact would not result in a cumulatively considerable contribution to growth in the region, as growth is already predicted to occur within the region. Therefore, impacts would be less than significant.

5.14.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.14-1 and 5.14-2.

5.14.7 Mitigation Measures

No mitigation measures are required.

5.14.8 Level of Significance After Mitigation

All impacts would be less than significant.

5.14.9 References

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5.15 PUBLIC SERVICES

This section addresses the proposed project's impacts to public services including fire protection and emergency services, police protection services, school services, and library services. Park services are addressed in Section 5.16, *Recreation*. Public and private utilities and service systems, including water, wastewater, and solid waste services and systems, are addressed in Section 5.19, *Utilities and Service Systems*.

The analysis in this section was informed by correspondence with the Wildomar Fire Department, Wildomar Police Department, Lake Elsinore Unified School District, and Wildomar Library, included in Appendix 5.15-1 to this EIR.

FOCAL POINT

This section includes a discussion of the public services of the existing environment that would potentially be altered by the proposed project's implementation. Cumulative impacts related to public services would be within the City of Wildomar.

The Proposed General Plan would result in an increase in development in the City, which would increase demand for public services and would contribute to the need to construct new facilities, increase staffing, and add equipment. Future development proposed under the Proposed General Plan would be required to pay development impact fees and comply with the City's Municipal Code and would be subject to discretionary review by the appropriate commissions, committees, or the City Council. As new development occurs, developers would contribute to the City's General Fund as well as Measure AA. Overall, impacts related to public services would be less than significant upon compliance with the Proposed General Plan policies, City's Municipal Code, state regulations, and development impact fee payments.

5.15.1 Fire Protection and Emergency Services

5.15.1.1 ENVIRONMENTAL SETTING

Regulatory Background

International Regulations

International Fire Code

The International Fire Code is a model code for regulating minimum fire-safety requirements for new and existing buildings, facilities, storage, and processes. It includes general and specialized technical fire- and life-safety regulations, with topics addressing fire-department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, use and storage of hazardous materials, protection of emergency responders, industrial processes, and various other topics. The code is issued by the International Code Council, which is an international organization of building officials.

Federal Regulations

Federal Fire Prevention Plans

Fire prevention plans are required under OSHA Standard 1926.24. The purpose of the fire prevention plan is to prevent fire in a workplace. It describes the fuel sources (hazardous or other materials) on-site that could initiate or contribute to the spread of a fire. A fire prevention plan must be in writing, kept in the workplace, and made available to employees for review. However, an employer with 10 or fewer employees may communicate the plan orally to employees. At a minimum, a fire prevention plan must include:

- A list of all major fire hazards, proper handling and storage procedures for hazardous materials, potential ignition sources and their control, and the type of fire protection equipment necessary to control each major hazard.
- Procedures to control accumulations of flammable and combustible waste materials.
- Procedures for regular maintenance of safeguards installed on heat-producing equipment to prevent the accidental ignition of combustible materials.
- The name or job title of employees responsible for maintaining equipment to prevent or control sources of ignition or fires.
- The name or job title of employees responsible for the control of fuel source hazards.

State Regulations

Emergency Response/Evacuation Plans

Government Code Section 8607(a) directs the California Emergency Management Agency (Cal OES) (formerly the Governor's Office of Emergency Services) to prepare a Standard Emergency Management System (SEMS) program, which sets forth measures by which a jurisdiction should handle emergency disasters. The program is intended to provide effective management of multi-agency and multijurisdictional emergencies in California. SEMS consists of five organizational levels, which are activated as necessary: (1) Field Response, (2) Local Government, (3) Operational Area, (4) Regional, and (5) State. Local governments must use SEMS to be eligible for funding of their response-related personnel costs under state disaster assistance programs. The City of Wildomar is generally responsible for emergencies that occur within City boundaries and has adopted an Emergency Operations Plan that is consistent with the SEMS.

California Government Code

Section 65302 of the California Government Code requires general plans to include a safety element, which must include an assessment of wildland and urban fire hazards. The Safety Element that was adopted on October 13, 2021 satisfies this requirement.

California Building Code

The State of California provides a minimum standard for building design through the California Building Code (CBC) (California Code of Regulations, Title 24, Part 2). The CBC is based on the International Building Code but has been modified for California conditions. It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. Commercial and residential buildings are plan-checked by local city building officials for compliance with the CBC. Typical fire safety requirements of the CBC include the installation of sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas.

California Fire Code

The California Fire Code (California Code of Regulations, Title 24, Part 9) is based on the 2021 International Fire Code and includes amendments for California fully integrated into the code. The California Fire Code contains fire safety-related building standards that are referenced in other parts of Title 24 of the California Code of Regulations. The California Fire Code is updated once every three years, and the 2022 code went into effect on January 1, 2023.

California Health and Safety Code

California Health and Safety Code Section 13000 et seq. includes fire regulations for building standards (also in the CBC), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

California Strategic Fire Plan

The California Strategic Fire Plan is the State's "road map" for reducing the risk of wildfire. The overall goal of the Plan is to reduce total costs and losses from wildland fire in California through focused, pre-fire management prescriptions and increased initial attack success. The most recent iteration is the 2018 Plan which focuses on (1) fire prevention and suppression activities to protect lives, property, and ecosystem services, and (2) natural resource management to maintain the state's forests as a resilient carbon sink to meet California's climate change goals and to serve as important habitat for adaptation and mitigation (CAL FIRE 2018).

California Occupational Safety and Health Administration

In accordance with the California Code of Regulations, Title 8, Sections 1270, Fire Prevention, and 6773, Fire Protection and Fire Fighting Equipment, the California Occupational Safety and Health Administration (Cal/OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials; fire hose sizing requirements; restrictions on the use of compressed air; access roads; and the testing, maintenance, and use of all firefighting and emergency medical equipment.

Regional Regulations

Riverside County Fire Department

In December 2008, Management Partners was hired to prepare a Strategic Plan for the Riverside County Fire Department (RCFD). The plan aims to define current and future needs, recommend goals and objectives, and establish priorities for the next 20 years. A systematic strategic planning process was used to evaluate the organization's strengths and weaknesses, identify external influences and opportunities, and establish priorities. Priorities were developed using an environmental scan and future data, and the plan considered a range of concerns including daily issues, budget objectives, data trends, fire service best practices, and regional issues (RCFD 2009).

Local Regulations

City of Wildomar Municipal Code

Section 8.28.010, Findings and Adoption, of Wildomar's Fire Code (Municipal Code Chapter 8.28) states that the 2022 edition of the California Fire Code has been adopted as the City's fire code.

City of Wildomar Emergency Operations Plan

The City of Wildomar Emergency Operations Plan outlines the City's response to extraordinary emergencies, including natural disasters, technological incidents, and national security emergencies. The Emergency Operations Center is responsible for directing and coordinating various departments and agencies in emergency response activities. The Plan aims to establish the framework for implementing SEMS and the National Incident Management System (NIMS) for Wildomar, located within Riverside County and Mutual Aid Region VI. The Plan aims to facilitate multi-agency and multi-jurisdictional coordination in emergency operations, particularly between the City of Wildomar, Riverside County, special districts, and State agencies.

City of Wildomar 2021-2029 Safety Element

The City's Safety Element outlines the City's objectives, policies, and actions to reduce safety hazards in and around Wildomar. It identifies natural and human-caused hazards, provides guidelines for protecting residents, employees, visitors, and community members, and sets policies for improved public safety. (Wildomar 2021a). The following policies from the Safety Element pertain to the City's fire protection and emergency services:

- **Policy S-44.** All proposed development and construction within Fire Hazard Severity Zones shall be reviewed by the Riverside County Fire Department and Wildomar Building and Safety Development for consistency with the following requirements before the issuance of any building permits:

    - All proposed development and construction shall meet minimum state, county, and local standards for fire safety, as defined in the City of Wildomar Building or Fire Codes, or by City zoning, or as dictated by the Building Official or the Transportation Land Management Agency based on building type, design, occupancy, and use.

- In addition to the standards and guidelines of the California Building Code, California Fire Code, the Wildomar Municipal Code, and other appropriate fire safety provisions, developments shall incorporate additional standards for high-risk, high-occupancy, and dependent facilities where appropriate under the City of Wildomar Fire Code. These shall include assurance that structural and nonstructural architectural elements of the building will not impede emergency egress for fire safety staffing/personnel, equipment, and apparatus; nor hinder evacuation from fire, including potential blockage of stairways or fire doors.

- Proposed development and construction in Very Fire Hazard Severity Zones shall provide secondary public access, in accordance with City of Wildomar ordinances. There shall be multiple points of ingress and egress that allow for emergency response vehicle access. Points of access shall also include visible street signs and sufficient water supplies and infrastructure for structural fire suppression.

- Proposed development and construction in Very Fire Hazard Severity Zones shall use singe loaded roads to enhance fuel modification areas, unless otherwise determined by the Riverside County Fire Chief.

- Proposed development and construction in Very Fire Hazard Severity Zones shall provide a fire protection plan that includes defensible space or fuel modification zones to be located, designed, constructed, and maintained to provide adequate defensibility from wildfires.

- Prior to the approval for all parcel maps and tentative maps, the City shall require as a conditions of approval, the developer meet or exceed the California Fire and Building code including Title 14 Regulations, particularly those regarding road standards for ingress, egress, and fire equipment access (see California Government Code, Section 66474.02.).

- **Policy S-47.** Require proposed development in Very High Fire Hazard Severity Zones to be located where fire and emergency services are available or will be constructed as part of the proposed development activities. These services shall meet the minimum travel times identified in Riverside County Fire Department Fire Department Fire Protection and Emergency Management Services' Strategic Master Plan.

- **Policy S-49.** Require that conceptual landscaping plans for development in Very Fire Hazard Severity Zones identified by CAL FIRE and reviewed by Planning and Fire Departments prior to the issuance of development permits. The conceptual landscaping plan of the proposed development shall, at the minimum, include:

  - Site plan, planting plan, planting palette, and irrigation plan to reduce the risk of fire hazards with consideration to site conditions, including slope, structures, and adjacencies.

  - Defensible space maintenance plan.

- Provision of multiple points of ingress and egress to improve evacuation and emergency response access and adequate water infrastructure for water supply and fire flow, and fire equipment access.

- **Policy S-60.** When updating the Safety Element, the Local Hazard Mitigation Plan, or at other times as appropriate, review inter-jurisdictional fire response agreements, and improve firefighting resources as recommended in the Riverside County Fire Department Fire Protection Plan and Emergency Medical Services (EMS) Strategic Master Plan to keep pace with development, to ensure that:

  - Fire reporting and response times do not exceed the goals listed in the Riverside County Fire Department Fire Protection Plan and EMS Strategic Master Plan identified for each of the development densities described.

  - Fire-flow requirements (*e.g.*, water for fire protection) are consistent with City of Wildomar Fire Code.

  - The planned deployment and height of aerial ladders and other specialized equipment and apparatus are sufficient for the intensity of development desired.

- **Policy S-61.** Continue to use the Riverside County Fire Department Fire Protection Plan and Emergency Medical Services (EMS) Strategic Master Plan as the foundational document to implement the Safety Element's goals and objectives.

- **Policy S-64.** Coordinate with the Riverside County Fire Department to ensure that the Department has appropriate municipal staffing and Office of the Fire Marshal staff to address development pressure and adequately respond to long-range fire safety planning.

Development Impact Fees

In July 2022, the City of Wildomar established fees to fund new fire protection facilities (Wildomar 2022):

- Single-Family Residential: $496 per dwelling unit
- Multi-Family Residential: $344 per dwelling unit
- Commercial/Retail: $339 per 1,000 square feet of building space
- Office/Business Park: $300 per 1,000 square feet of building space
- Light Industrial/Warehousing: $120 per 1,000 square feet of building space

Existing Conditions

Figure 5.20-1, *Fire Hazard Severity Zone*, in Chapter 5.20, *Wildfire*, shows that the eastern and western portions of the City are in a Very High Fire Hazard Severity Zone (CAL FIRE 2023).

Mutual Aid and Automatic Aid

Fire protection services in Wildomar are provided by the RCFD and the California Department of Forestry and Fire Protection (CAL FIRE), which make up the Wildomar Fire Department (WFD). The City has a

partnership with the RCFD and CAL FIRE to provide fire suppression, emergency medical, technical rescue, fire prevention, and related services to the City. The RCFD and CAL FIRE participate in a Cooperative Fire Response Agreement, where fire agencies have agreed to automatically support each other on incidents using the closest available resource. The RCFD is one of the largest regional fire service organizations in California. It is staffed with a combination of County of Riverside and CAL FIRE personnel and responds to both urban and wildland emergencies. The RCFD serves a vast geographic area and diverse communities. The WFD also has joint/mutual aid agreements through the City of Murrieta auto aid agreement, California Fire Rescue Mutual aid agreement, and CAL FIRE Wildland Fire Protection agreement (Olson 2023).

Personnel and Equipment

Wildomar Fire Station 61 is located at 32637 Gruwell Street in the City of Wildomar (Wildomar 2021a). Table 5.15-1, *Fire Station Personnel and Equipment Serving Wildomar*, provides current information on equipment and staffing for the fire stations that would serve the City. Figure 5.15-1, *Fire Stations Serving the City of Wildomar,* shows the location of these fire stations.

Table 5.15-1 Fire Station Personnel and Equipment Serving Wildomar

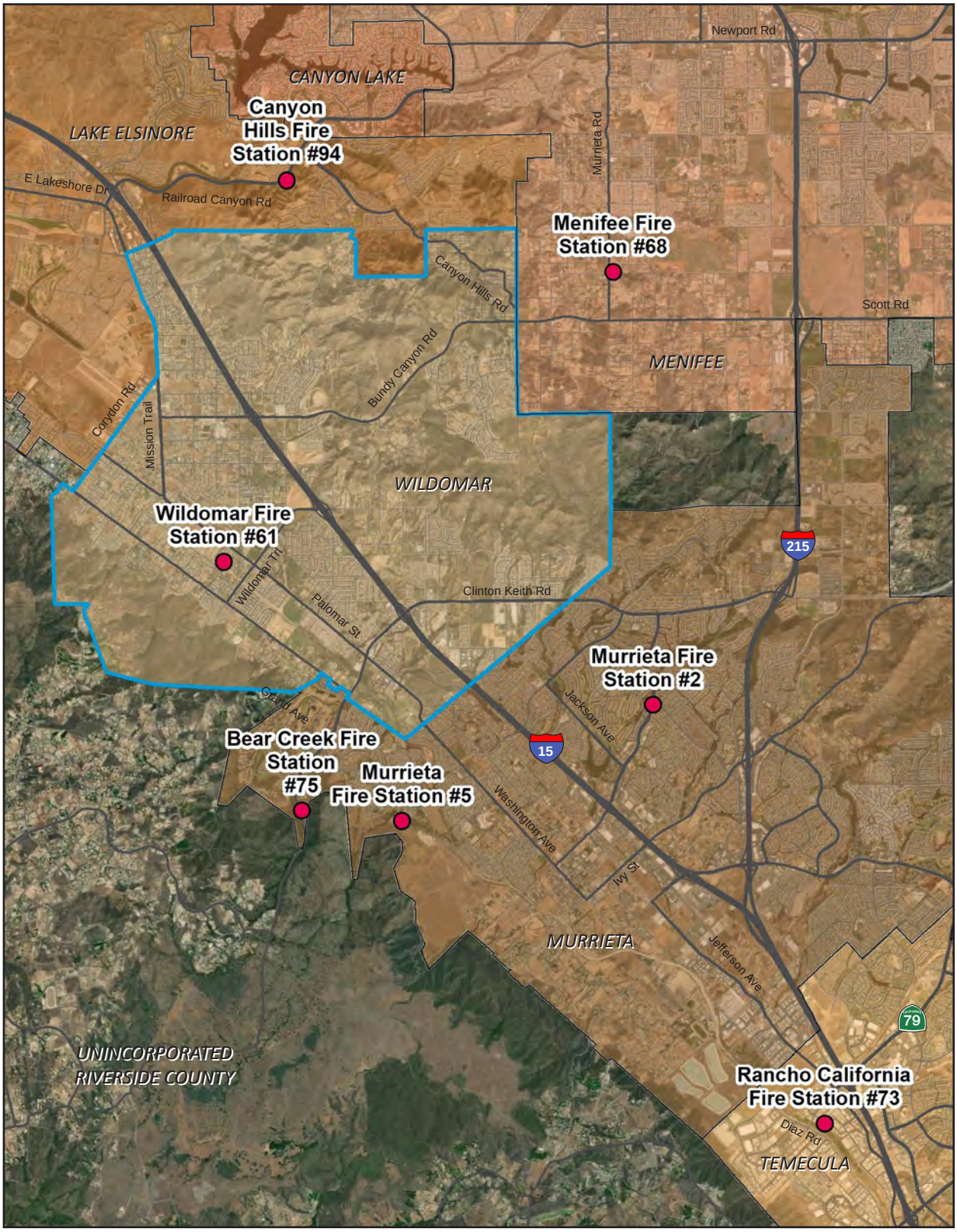
Station	Location/Address	Equipment	Daily Staffing
Wildomar Fire Station #61	32637 Gruwell Street, Wildomar	Fire Engine 61, Medic Squad 61	5
Menifee Fire Station #68	26020 Wickard Road, Menifee	Engine 68	3
Bear Creek Fire Station #75	38900 Clinton Keith Road, Murrieta	Engine 75	3
Canyon Hills Fire Station #94	22770 Railroad Canyon Road, Lake Elsinore	Engine 94	3
Rancho California Fire Station #73	27415 Enterprise Circle, Temecula	Engine 73/ Truck 73	7
Murrieta Fire Station #2[1]	40060 California Oaks Road, Murrieta	--	--
Murrieta Fire Station #5[1]	38391 Vineyard Pkwy, Murrieta	--	--

Source: Olson 2023.
[1] Equipment and daily staffing was not provided for Murrieta Fire Stations 2 and 5.

The WFD has a total of 13 firefighters and one fire marshal. The Riverside County Cooperative Fire Protection Agreement includes daily chief officer coverage of a Battalion Chief, Division Chief, and Duty Chief (Olson 2023).

The WFD indicated that increases in services are determined using National Fire Protection Association 1710 Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments, which defines levels of service, staffing, deployment capabilities, and other critical requirements for career fire departments, as well as WFD's standards (Olson 2023).

Figure 5.15-1 - Fire Stations Serving the City of Wildomar



Source: Olson 2023.

Response Times

WFD indicated that the station response times, below, are goals and are dependent on population:

- Less than 100 persons per square mile = 15 minutes
- 100 to 500 persons per square mile = 8 minutes
- 500 to 1,000 persons per square mile = 6 minutes
- More than 1,000 persons per square mile = 4 minutes

WFD stated that the current average response time for emergency calls is 5.1 minutes and non-emergency calls is 5.4 minutes. As the City has more than 1,000 persons per square mile, WFD does not meet its goals. WFD uses the Fractile Analysis Methodology to report performance outcomes based on response times. The RCFD establishes a goal of arriving within the established response time objective 90 percent of the time.

Funding

WFD operations and capital outlays are funded by the City's General Fund. In addition, Measure AA is a one-cent sales tax collected in Wildomar that provides additional local funds for Wildomar's public safety, including fire (Wildomar 2023a). Additional funding for site acquisition and construction of fire stations and equipment is provided by development impact fees paid by developers (refer to *Development Impact Fees,* in Section 5.15.1.1, above).

5.15.1.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

FP-1 Result in a substantial adverse physical impact associated with the provisions of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services.

5.15.1.3 PROPOSED GENERAL PLAN GOALS AND POLICIES

Recreation and Community Services Element

GOAL RC 4: Community services and recreational programs that support a high quality-of-life and healthy lifestyles.

- **Policy RC-4.7 Police, Fire and Emergency Medical Services.** Work with the Riverside County Sheriff's Department and CAL FIRE Riverside County Fire Department to continue to provide effective law enforcement, fire, and emergency medical services.

Land Use Element

GOAL LU 2 Development Capacity: Responsible growth through well-planned development provides for the needs of Wildomar's residents and businesses, makes efficient use of land and infra-structure, protects important environmental resources, promotes the health of the community, and maintains the unique character distinguishing the city as a special place in the region.

- **Policy 2.1 Adequate Service Provision for New Development.** Coordinate with local agencies, service providers and utilities to ensure adequate service provision for new development.

GOAL LU-6 Maintenance and Compatibility With Other Uses: Development is located and designed to maintain the qualities that distinguish Wildomar and to ensure effective transitions between neighborhoods and districts.

- **Policy LU-6.2 Design for Safety.** Require the use of Crime Prevention Through Environmental Design (CPTED) techniques such as providing clear lines of sight, appropriate lighting, and wayfinding signs to ensure that new development is visible from public areas and easy to navigate.

GOAL LU 12 Public Facilities: Governmental, utility, institutional, educational, recreational, cultural, religious, and social facilities and services are located and designed to complement Wildomar's neighborhoods, centers, and corridors.

- **Policy LU-12.1 Services Supporting Residents.** Provide public facilities and services that are cost-effective, and contribute to the health, safety, welfare, and personal development of all residents.

- **Policy LU-12.2 Co-Location.** Promote the co-location of parks, schools, libraries, health services, recreation facilities, and other community facilities, and explore opportunities for joint use of such facilities, to support resident needs and leverage limited resources.

- **Policy LU-12.3 Development Impact Fees.** Explore all options for new projects to build associated public improvements up front. When that is infeasible, require that new development contribute their fair share to fund infrastructure and public facilities such as parks and police and fire facilities.

5.15.1.4 ENVIRONMENTAL IMPACTS

Impact 5.15-1: The proposed project would introduce new structures, residents, and workers into the Wildomar Fire Department service boundaries, thereby increasing the requirement for fire protection facilities and personnel. [Threshold FP-1]

Increased demands for fire protection and emergency medical services result from increases in the number of people who reside, work, and recreate in Wildomar. The Proposed General Plan anticipates that the City's population would increase by approximately 27,999 residents over the next 20 years. As a result, additional staff and equipment would be required to maintain or achieve desired response times. It is likely that new or expanded facilities would be required, which could include new fire stations.

Based on the current response time metric, WFD determined that the City is at the cusp of its response time standard and would require additional improvements to meet future growth. WFD stated that the current covered apparatus meets calls for service standard; however, within the next five years, the WFD anticipates acquiring land for two future fire stations to provide appropriate service levels. The WFD recommends a thorough study of service area coverage and population density to identify service gaps.

WFD also stated that the northeastern portion of the City would require a cost mitigation agreement for Menifee Fire Station #68 to offset impacts of future development from the proposed project. In addition, the WFD is in the process of transitioning into a 56-hour work week, which will require an increase in staffing of one Fire Apparatus Engineer and one Firefighter II.

WFD indicated that to support future development envisioned under the proposed project it would need two additional stations, two fire engines and two medic squads, and a study to determine fire ladder truck coverage needs.

Project-specific details about the future fire facilities are unknown at the preparation of this EIR. Prior to the development of these facilities, an environmental analysis would be conducted to ensure impacts of development are reduced. As future growth in the City occurs, payment of development impact fees, as well as the City's General Fund and Measure AA, would be available to fund the construction of fire facilities, land acquisition, staffing, and equipment.

The adoption of the Proposed General Plan would not in itself create a need for new or altered facilities. All development in the City that results from the implementation of the proposed project would be reviewed by the WFD for compliance with applicable provisions of the California fire and residential codes and the WFD's standards. This would ensure that all future development would benefit from the most current fire prevention and safety standards, which would be expected to help keep service demands within the projected year-over-year increases.

In addition, the Proposed General Plan contains policies that aim to provide adequate fire protection and emergency medical response services to serve existing and new development, such as Policy RC-4.7, which aims to provide effective fire and emergency medical services through collaborating with CAL FIRE and Riverside County Sheriff's Department, and Policy LU-12.3, which requires new projects to either contribute their fair share to fund facilities or to construct such facilities. As such, impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.15-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.15-1 would be less than significant.

5.15.1.5 CUMULATIVE IMPACTS

The geographic area for the cumulative impact analysis of fire protection services is the entire service boundary for the Wildomar Fire Department, which is the City. Future development in the City, based on buildout of the City's Proposed General Plan, is expected to increase demand for fire protection services and would contribute to the need to construct new facilities, increase staffing, and add equipment. Increased demands for fire protection and other emergency services result from increases in population but can also be related to the size and height of buildings and the different types of land uses.

Implementation of the Proposed General Plan would introduce new structures and additional residents to the City, thereby increasing the demand for fire protection services. Although the WFD service area is within the City, in the event of an emergency that required more resources than the current fire stations could provide, the WFD would direct resources to the City from nearby stations and, if needed, would request assistance from nearby fire departments. Additionally, the payment of development impact fees would ensure that new developments are contributing to their fair share of services. Therefore, the Proposed General Plan's contribution to cumulative impacts would be less than cumulatively considerable.

5.15.1.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.15-1.

5.15.1.7 MITIGATION MEASURES

No mitigation measures are required.

5.15.1.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

All impacts would be less than significant.

5.15.2 Police Protection

5.15.2.1 ENVIRONMENTAL SETTING

Regulatory Background

State Regulations

Emergency Response/Evacuation Plans

Government Code Section 8607(a) directs the California Emergency Management Agency (Cal OES) (formerly the Governor's Office of Emergency Services) to prepare a Standard Emergency Management System (SEMS) program, which sets forth measures by which a jurisdiction should handle emergency disasters. The program is intended to provide effective management of multi-agency and multijurisdictional emergencies in California. SEMS consists of five organizational levels, which are activated as necessary: (1) Field Response, (2) Local Government, (3) Operational Area, (4) Regional, and (5) State. Local governments must use SEMS to be eligible for funding of their response-related personnel costs under state disaster

assistance programs. The City of Wildomar is generally responsible for emergencies that occur within City boundaries and has adopted an Emergency Operations Plan that is consistent with the SEMS.

Regional Regulations

Local Regulations

City of Wildomar Emergency Operations Plan

The City of Wildomar Emergency Operations Plan outlines the City's response to extraordinary emergencies, including natural disasters, technological incidents, and national security emergencies. The Emergency Operations Center is responsible for directing and coordinating various departments and agencies in emergency response activities. The Plan aims to establish the framework for implementing SEMS and the National Incident Management System (NIMS) for Wildomar, located within Riverside County and Mutual Aid Region VI. The Plan aims to facilitate multi-agency and multi-jurisdictional coordination in emergency operations, particularly between the City of Wildomar, Riverside County, special districts, and State agencies.

City of Wildomar Municipal Code

Section 2.32.080, Emergency plan, of the municipal code establishes that the Wildomar Disaster Council shall be responsible for the development of the City's emergency plan, which plan shall provide for the effective mobilization of all of the resources of this City, both public and private, to meet any condition constituting a local emergency or state of war emergency; and shall provide for the organization, powers and duties, services, and staff of the emergency organization. Such plan shall take effect upon adoption by resolution of the City Council. (Ord. 44 Section 1, 2010)

Development Impact Fees

The City of Wildomar established these fees to fund new police protection facilities (Wildomar 2022):

- Single-Family Residential: $272 per dwelling unit
- Multi-Family Residential: $189 per dwelling unit
- Commercial/Retail: $183 per 1,000 square feet of building space
- Office: $162 per 1,000 square feet of building space
- Industrial/Business Park: $65 per 1,000 square feet of building space

Existing Conditions

Mutal Aid Agreements

Police protection services in Wildomar are provided by the Riverside County Sheriff's Department (RCSD). The RCSD serves an area of approximately 7,300 square miles with a staff of over 4,000 and there are 12 Sheriff's stations across the County (RCS 2023a, 2023b). The Riverside Sheriff's Office has active mutual aid agreements with neighboring agencies (Clark 2023). The City of Wildomar Police Department's (WPD) law enforcement services are provided by the Lake Elsinore Station of the RCSD at 333 Limited Avenue in Lake

Elsinore. The Lake Elsinore Station serves the contract cities of Lake Elsinore and Wildomar, and surrounding unincorporated areas of Riverside County (RCS 2023c).

Personnel and Equipment

The Lake Elsinore Station includes one motorcycle, five patrol cars, one full-time motor officer, two full-time special enforcement team officers, and one non-sworn community service officer. The WPD does not have a metric that guides increases in staff but adjusts staffing based on recommendations from the Riverside County Sheriff's Office (Clark 2023).

Response Times

The WPD indicated that while there are no set Department goals for response times, the administration monitors average response times and ensures deputies are responding as efficiently as possible. The current average response times for emergency and nonemergency calls are:

- 7.9 minutes for highest priority calls (first priority)
- 24.48 minutes for second priority calls
- 45 minutes for third priority calls
- 43.93 minutes for fourth priority calls

5.15.2.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

PP-1 Result in a substantial adverse physical impact associated with the provisions of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services.

5.15.2.3 PROPOSED GENERAL PLAN GOALS AND POLICIES

Recreation and Community Services Element

GOAL RC 4: Community services and recreational programs that support a high quality-of-life and healthy lifestyles.

- **Policy RC-4.7 Police, Fire and Emergency Medical Services.** Work with the Riverside County Sheriff's Department and CAL FIRE Riverside County Fire Department to continue to provide effective law enforcement, fire, and emergency medical services.

Land Use Element

GOAL LU 2 Development Capacity: Responsible growth through well-planned development provides for the needs of Wildomar's residents and businesses, makes efficient use of land and infra-structure, protects important environmental resources, promotes the health of the community, and maintains the unique character distinguishing the city as a special place in the region.

- **Policy LU-2.1 Adequate Service Provision for New Development.** Coordinate with local agencies, service providers and utilities to ensure adequate service provision for new development.

GOAL LU 6 Maintenance and Compatibility With Other Uses: Development is located and designed to maintain the qualities that distinguish Wildomar and to ensure effective transitions between neighborhoods and districts.

- **Policy LU-6.2 Design for Safety.** Require the use of Crime Prevention Through Environmental Design (CPTED) techniques, such as providing clear lines of sight, appropriate lighting, and wayfinding signs, to ensure that new development is visible from public areas and easy to navigate.

GOAL LU 12 Public Facilities: Governmental, utility, institutional, educational, recreational, cultural, religious, and social facilities and services are located and designed to complement Wildomar's neighborhoods, centers, and corridors.

- **Policy LU-12.1 Services Supporting Residents.** Provide public facilities and services that are cost-effective, and contribute to the health, safety, welfare, and personal development of all residents.

- **Policy LU-12.2 Co-Location.** Promote the co-location of parks, schools, libraries, health services, recreation facilities, and other community facilities, and explore opportunities for joint use of such facilities, to support resident needs and leverage limited resources.

- **Policy LU-12.3 Development Impact Fees.** Explore all options for new projects to build associated public improvements up front. When that is infeasible, require that new development contribute their fair share to fund infrastructure and public facilities such as parks and police and fire facilities.

5.15.2.4 ENVIRONMENTAL IMPACTS

Impact 5.15-2: The proposed project would introduce new structures, residents, and workers into the Wildomar Police Department service boundaries, thereby increasing the requirement for police protection facilities and personnel. [Threshold PP-1]

Implementation of the Proposed General Plan could result in the addition of approximately 27,999 residents. The WPD indicated that the existing resources (facilities, personnel, and equipment) are adequate to serve the City under current conditions. However, the proposed buildout would double current needs to serve future development under the Proposed General Plan (Clark 2023).

The increase in demand for police services would be met through the hiring of additional staff, as needed, which would be funded through existing funding mechanisms, such as the City's General Fund revenue, grant funding, development impact fees, and Measure AA. There are no current plans to construct additional police facilities (Clark 2023).

As new development occurs, new or expanded police facilities may be needed to support the associated population growth. Project-specific details about future police facilities, if needed, are unknown at this time. Prior to the development of these facilities, an environmental analysis would be conducted to ensure impacts of development are reduced. As future growth in the City occurs, payment of development impact fees, as well as the City's General Fund and Measure AA, would be available to fund the construction of police facilities, land acquisition, staffing, and equipment. The adoption of the Proposed General Plan would not in itself create a need for new or altered facilities.

Additionally, several policies included in the Proposed General Plan would strive to ensure that adequate service levels are maintained, such as Policy RC-4.7, which aims to provide effective fire and emergency medical services through collaborating with CAL FIRE and Riverside County Sheriff's Department, and Policy LU-12.3, which requires new projects to either contribute their fair share to fund facilities or to construct such facilities. As such, impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.15-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.15-2 would be less than significant.

5.15.2.5 CUMULATIVE IMPACTS

The geographic area for the cumulative impact analysis of police protection services is the entire service boundary for the WPD, which is the City. Future development in the City, based on buildout of the City's Proposed General Plan, is expected to increase demand for police protection services and would contribute to the need to construct new facilities, increase staffing, and add equipment. Increased demands for police protection would result from increases in population but can also be related to the size of buildings and the different types of land uses.

Implementation of the Proposed General Plan would introduce new structures and additional residents to the City, thereby increasing the demand for police protection services. The City's future growth would enable the funding of police facilities, land acquisition, staffing, and equipment through payment of development impact fees, the City's General Fund, and Measure AA. Therefore, the Proposed General Plan's contribution to cumulative impacts would be less than cumulatively considerable.

5.15.2.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.15-2.

5.15.2.7 MITIGATION MEASURES

No mitigation measures are required.

5.15.2.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

All impacts would be less than significant.

5.15.3 School Services

5.15.3.1 ENVIRONMENTAL SETTING

Regulatory Background

State Regulations

California State Assembly Bill 2926: School Facilities Act of 1986

To assist in providing school facilities to serve students generated by new development, Assembly Bill (AB) 2926 was enacted in 1986 and authorizes a levy of impact fees on new residential and commercial/industrial development. The Bill was expanded and revised in 1987 through the passage of AB 1600, which added Sections 66000 et seq. to the Government Code. Under this statute, payment of impact fees by developers serves as CEQA mitigation to satisfy the impact of development on school facilities.

California Senate Bill 50

Senate Bill (SB) 50, passed in 1998, provides a comprehensive school facilities financing and reform program and enables a statewide bond issue to be placed on the ballot. Under the provisions of SB 50, school districts are authorized to collect fees to offset the costs associated with increasing school capacity as a result of development and related population increases. The funding goes to acquiring school sites, constructing new school facilities, and modernizing existing school facilities. SB 50 establishes a process for determining the amount of fees developers would be charged to mitigate the impact of development on school districts from increased enrollment. According to Section 65996 of the California Government Code, development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation."

Under this legislation, there are three levels of developer fees that may be imposed upon new development by the governing school district. Level I fees are assessed based upon the proposed square footage of residential, commercial/industrial, and/or parking structure uses. Level II fees require the developer to provide one-half of the costs of accommodating students in new schools, and the state provides the remaining half. To qualify for Level II fees, the governing board of the school district must adopt a School Facilities Needs Analysis and meet other prerequisites in accordance with Section 65995.6 of the California Government Code. Level III

fees apply if the state runs out of bond funds, allowing the governing school district to impose 100 percent of the cost of school facility or mitigation on the developer, minus any local dedicated school monies.

Local Regulations

City of Wildomar Municipal Code

Chapter 15.80, School Facility Dedication Requirements, establishes school facilities land dedication and fee requirements in the City, pursuant to the provisions of Chapter 4.7 (65970 et seq.) of Division 1 of Title 7 of the Government Code. The City Council may, from time to time by resolution, issue regulations to provide for the administration of this chapter.

Development Impact Fees

The Lake Elsinore Unified School District prepares and adopts a Residential and Commercial/Industrial Development School Fee (LEUSD 2022; LEUSD 2023a). The current school impact fee is as follows:

- Residential (Single Family and Multi-Family Attached): $4.79 per square foot
- Retail and Services: $0.78 per square foot
- Office: $0.78 per square foot
- Research and Development: $0.78 per square foot
- Industrial/Warehouse/Manufacturing: $0.78 per square foot
- Hospital: $0.78 per square foot
- Hotel/Motel $0.399 per square foot
- Self-Storage $0.023 per square foot

Existing Conditions

The Lake Elsinore Unified School District (LEUSD) covers over 144 square miles and serves transitional kindergarten (TK) through 12th-grade students in Lake Elsinore, Canyon Lake, and Wildomar as well as several unincorporated Riverside County communities, including Lakeland Village and Horsethief Canyon. LEUSD operates 25 schools, including alternative education programs (LEUSD 2023b). Approximately 21,322 students in grades TK through 12 are served by LEUSD (CDE 2023).

Table 5.15-2, *LEUSD Schools Serving Residents from the City of Wildomar,* lists the location, capacity, and current enrollment of LESUD schools serving Wildomar. Figure 5.15-2, *LEUSD Schools Serving the City of Wildomar,* shows the locations of these schools.

Table 5.15-2 LEUSD Schools Serving Residents from Wildomar

School	2022–2023 Enrollment	Capacity
Elementary Schools		
Donald Graham Elementary *35450 Frederick Street*	442	819
Ronald Reagan Elementary *35445 Porras Road*	532	857
Wildomar Elementary *21575 Palomar Road*	577	1200
William Collier Elementary *20150 Mayhall Drive*	707	737
Middle School		
David A. Brown Middle *21861 Grand Avenue*	990	1,400
High School		
Elsinore High *21800 Canyon Drive*	2,122	3,425
Alternative Education		
Valley Adult School *21330 Lemon St*	--[1]	400

Source: CDE 2023; LEUSD 2023c; Judziewicz 2023.
[1] Enrollment information for Valley Adult School was not provided.

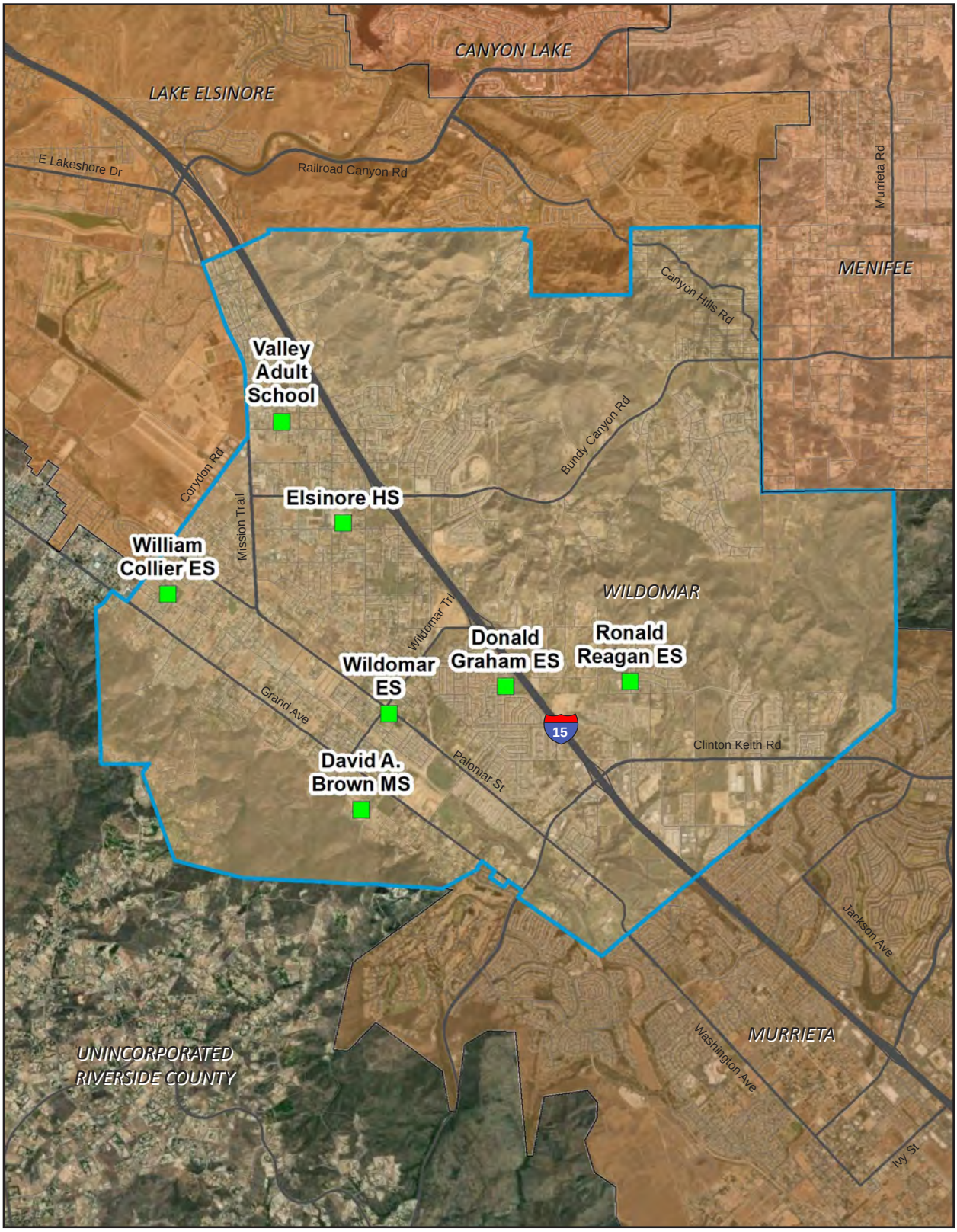
A student generation rate represents the average number of students living in a particular type of residential unit within a specific geographic area. It is used to estimate the number of public school students expected to reside in a residential development. LEUSD-established student generation rates are shown in Table 5.15-3, *LEUSD Student Generation Rates*.

Table 5.15-3 LEUSD Student Generation Rates

School Levels	Single Family Detached Units	Multi-family Attached Units
Elementary School	0.198	0.113
Middle School	0.093	0.119
High School	0.134	0.115
Total	**0.425**	**0.387**

Source: Judziewicz 2023.

Figure 5.15-2 - LEUSD Schools Serving the City of Wildomar



Source: CDE 2023; LEUSD 2023c; Judziewicz 2023.

5.15.3.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

SS-1 Result in a substantial adverse physical impact associated with the provisions 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 school services.

5.15.3.3 PROPOSED GENERAL PLAN GOALS AND POLICIES

Recreation and Community Services Element

GOAL RC 4: Community services and recreational programs that support a high quality-of-life and healthy lifestyles.

- **Policy RC-4.6 Educational System.** Partner with local public and private schools, including the Lake Elsinore Unified School District, to maintain effective educational, vocational, and workforce training programs.

Land Use Element

GOAL LU 2: Development Capacity. Responsible growth through well-planned development provides for the needs of Wildomar's residents and businesses, makes efficient use of land and infra-structure, protects important environmental resources, promotes the health of the community, and maintains the unique character distinguishing the city as a special place in the region.

- **Policy LU-2.1 Adequate Service Provision for New Development.** Coordinate with local agencies, service providers and utilities to ensure adequate service provision for new development.

GOAL LU 12 Public Facilities: Governmental, utility, institutional, educational, recreational, cultural, religious, and social facilities and services are located and designed to complement Wildomar's neighborhoods, centers, and corridors.

- **Policy LU-12.1 Services Supporting Residents.** Provide public facilities and services that are cost-effective, and contribute to the health, safety, welfare, and personal development of all residents.

- **Policy LU-12.2 Co-Location.** Promote the co-location of parks, schools, libraries, health services, recreation facilities, and other community facilities, and explore opportunities for joint use of such facilities, to support resident needs and leverage limited resources.

- **Policy LU-12.3 Development Impact Fees.** Explore all options for new projects to build associated public improvements up front. When that is infeasible, require that new development contribute their fair share to fund infrastructure and public facilities such as parks and police and fire facilities.

5.15.3.4 ENVIRONMENTAL IMPACTS

Impact 5.15-3: The proposed project would generate approximately 3,566 new students which would impact the school enrollment capacities at the LEUSD. [Threshold SS-1]

Implementation of the Proposed General Plan would result in an increase of 27,999 residents and 8,992 dwelling units compared to existing conditions. The increase in students would result in a higher demand for school services. The following analysis assumes a conservative approach.

LEUSD indicated that there are no current plans to construct additional LEUSD schools within the City of Wildomar. However, LEUSD stated that as residential development continues to increase, LEUSD would need more classrooms at schools within Wildomar, and potentially new schools, within the next 5 to 10 years, to accommodate growth (Judziewicz 2023).

According to Table 3-1, *Proposed General Plan Buildout*, in Chapter 3, *Project Description*, of the DEIR, the Proposed General Plan would result in an increase of 8,992 dwelling units compared to existing conditions. Of the 8,992 dwelling units proposed, 2,268 dwelling units would be single-family units and 6,724 dwelling units would be multifamily units. Therefore, based on LEUSD's established student generation rates shown in Table 5.15-3, implementation of the Proposed General Plan would result in approximately 3,566 students.[1] LEUSD requested that the City of Wildomar stay in close communication with the District and consider the possibility of partnering with the District to secure property and funding to construct facilities appropriate to serve the expected growth.

As new development occurs, new or expanded school facilities may be needed to support the associated population growth. Project-specific details about future school facilities, if needed, are unknown at this time. Prior to the development of these facilities, an environmental analysis would be conducted to ensure impacts of development are reduced. The adoption of the Proposed General Plan would not in itself create a need for new or altered facilities.

Additionally, existing regulations such as California Government Code Sections 65995(h) and 65996(b) provide mitigation for impacts to school facilities. Such mitigation measures include fees, charges, or requirements levied against construction, pursuant to Section 17620 of the Education Code. Furthermore, the Proposed General Plan contains a number of policies that provide for adequate public school facilities to meet future demand, such as Policy RC-4.6, which aims to maintain effective educational programs by partnering with the District, and Policy LU-12.3, which requires new projects to either contribute their fair share to fund facilities or to construct such facilities.

[1] 2,268 single-family dwelling units x 0.425 = 963.9 = 964 students
6,724 multi-family dwelling units x 0.387 = 2,602.2 = 2,602 students
Total: 964 + 2,602 = 3,566 students

While existing school facilities may not be adequate to accommodate all future students as envisioned under the proposed project, the increased demands for additional school facilities would be accommodated through the payment of LEUSD's Residential and Commercial/Industrial Development School Fees. Additionally, the City provides a Notice of Impact Mitigation Requirements to an applicant for a building permit, who then works with the LEUSD to determine the precise amount of the fee. Once the fee has been paid in full, LEUSD prepares and provides a certificate to the City demonstrating payment of the fee. As required by AB 2926, this certificate allows the City to issue a building permit (LEUSD 2022).

Pursuant to California Government Code Section 65995(h), payment of the impact fees fully mitigates impacts to schools. Although the increased demand for school facilities may occur under the proposed project, and would be a significant impact, payment of impact fees in compliance with SB 50 would reduce potential school impacts to a less than significant level.

Level of Significance Before Mitigation: Impact 5.15-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.15-3 would be less than significant.

5.15.3.5 CUMULATIVE IMPACTS

The geographic area for the cumulative impact analysis of school services is the attendance boundaries of LEUSD schools in Wildomar. Under the Proposed General Plan, population growth would further contribute to the need for new or expanded facilities. At the time future development of schools is required, project-specific analyses would be conducted. Pursuant to California Government Code Section 65995(h), payment of the impact fees fully mitigates impacts to schools. As a result, cumulative impacts to schools would be considered less than significant.

5.15.3.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.15-3.

5.15.3.7 MITIGATION MEASURES

No mitigation measures are required.

5.15.3.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

All impacts would be less than significant.

5.15.4 Library Services

5.15.4.1 ENVIRONMENTAL SETTING

Regulatory Background

There are no existing regulations related to library services and facilities.

Existing Conditions

The Wildomar Library is part of the Riverside County Public Library community library network, which includes branches throughout Riverside County. The Wildomar Library is at 34303 Mission Trail in Wildomar. The Wildomar Library's 5,578-square-foot facility provides traditional library services as well as public computers and copying (Wildomar 2023b). As a branch of the County system, the Wildomar Library has materials available from multiple library facilities and accepts library membership and materials from cooperating libraries. The library's online offerings also provide digital reading, reference, and training resources from home and mobile devices (Wildomar 2023b).

The Wildomar Library has a collection of approximately 20,000 books, with a circulation of 58,802 in the last 12 months. The Wildomar Library also offers a variety of services, including reference services, early learning pre-literacy programs, teen after school programs, adult learning programs, computer services, digital services, and access to classical arts performances, newspapers, magazines, and encyclopedias. The library also provides printing services, recreation services, and mental health resources. It cooperates with other libraries for free material access and can acquire additional materials for loan through an interlibrary loan program. The library offers a community room for free use to nonprofits and minimal fees for others (Brautigam and Pike 2023).

The Wildomar Library's source of funding comes from the City of Wildomar and Riverside County's property taxes, grants, City funding, and community fundraising.

5.15.4.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

LS-1 Result in a substantial adverse physical impact associated with the provisions 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 library services.

5.15.4.3 PROPOSED GENERAL PLAN GOALS AND POLICIES

Recreation and Community Services Element

GOAL RC 4: Community services and recreational programs that support a high quality-of-life and healthy lifestyles.

- **Policy RC-4.4 Library Resources.** Continue to collaborate with Riverside County to support the Wildomar Library to ensure that Wildomar residents have access to high-quality library resources.

Land Use Element

GOAL LU 2 Development Capacity: Responsible growth through well-planned development provides for the needs of Wildomar's residents and businesses, makes efficient use of land and infra-structure, protects important environmental resources, promotes the health of the community, and maintains the unique character distinguishing the city as a special place in the region.

- **Policy LU-2.1 Adequate Service Provision for New Development.** Coordinate with local agencies, service providers and utilities to ensure adequate service provision for new development.

GOAL LU 12 Public Facilities: Governmental, utility, institutional, educational, recreational, cultural, religious, and social facilities and services are located and designed to complement Wildomar's neighborhoods, centers, and corridors.

- **Policy LU-12.1 Services Supporting Residents.** Provide public facilities and services that are cost-effective, and contribute to the health, safety, welfare, and personal development of all residents.

- **Policy LU-12.2 Co-Location.** Promote the co-location of parks, schools, libraries, health services, recreation facilities, and other community facilities, and explore opportunities for joint use of such facilities, to support resident needs and leverage limited resources.

- **Policy LU-12.3 Development Impact Fees.** Explore all options for new projects to build associated public improvements up front. When that is infeasible, require that new development contribute their fair share to fund infrastructure and public facilities such as parks and police and fire facilities.

5.15.4.4 ENVIRONMENTAL IMPACTS

Impact 5.15-4:	The proposed project would result in the need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objective. [Threshold LS-1]

The Proposed General Plan would result in an increase of 27,999 residents, compared to existing conditions, and, therefore, library usage in Wildomar would likely also increase.

The Wildomar Library indicated that the current library space and resources are not adequate for the existing population within its service area. The Wildomar Library stated that since the American Library Association

no longer sets standards for library space and collection size; community needs for service functions are matched by comparing similar facilities which guide equipment and future technology needs.

Based on the Proposed General Plan buildout, the Wildomar Library would need an additional 20,000 square feet of building space, 45,000 items for their collection, 16 staff members with three full-time staff, 23 internet-capable computers, two Advanced Workstation in Education (AWE) stations for children's computers, a printing station, study rooms for parent/child and teen, a larger program room, Friends Bookstore/work area, staff workroom, storage space, and makerspace (Brautigam and Pike 2023).

The Wildomar Library has expanded its digital solutions to accommodate the current population but in-person facilities are needed to accommodate those who prefer personal contact, book browsing, and live support.

As new development occurs, new or expanded library facilities may be needed to support the associated population growth. Project-specific details about future library facilities, if needed, are unknown at this time. Prior to the development of these facilities, an environmental analysis would be conducted to ensure impacts of development are reduced. The adoption of the Proposed General Plan would not in itself create a need for new or altered facilities.

The Proposed General Plan includes policies that seek to ensure that adequate services and facilities are funded to meet increasing demand, such as Policy RC-4.4, which aims to provide high-quality library resources by collaborating with Riverside County, and Policy LU-12.3, which requires new projects to either contribute their fair share to fund facilities or to construct such facilities. As such, impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.15-4 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.15-4 would be less than significant.

5.15.4.5 CUMULATIVE IMPACTS

The geographic area for the cumulative impact analysis of library services is the Wildomar Library Department, which is the City. Future development in the City, based on buildout of the City's Proposed General Plan, is expected to increase demand for library services and would contribute to the need to construct new facilities, increase staffing, and add resources. Although project-specific details about future library facilities, if needed, are unknown at this time, prior to the development of these facilities, an environmental analysis would be conducted to ensure impacts of development are reduced. Therefore, the Proposed General Plan's contribution to cumulative impacts would be less than cumulatively considerable.

5.15.4.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.15-4.

5.15.4.7 MITIGATION MEASURES

No mitigation measures are required.

5.15.4.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

All impacts would be less than significant.

5.15.5 References

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5.16 RECREATION

This section of the (DEIR) evaluates the potential for implementation of the Wildomar Proposed General Plan to impact public parks and recreational facilities in the City.

FOCAL POINT

The proposed project would result in an increase in residents and thus an increased demand for park and recreational facilities. While the City would have a deficiency in parkland upon buildout of the Proposed General Plan, this deficiency does not account for joint-use facilities, multi-use trails, conserved lands, and Cleveland National Forest land, nor does it account for future parks and/or expansions of existing parks. Future developers would be required to pay development impact fees and/or dedicate parkland or pay an in-lieu fee.

5.16.1 Environmental Setting

5.16.1.1 REGULATORY BACKGROUND

State Regulations

Quimby Act

The Quimby Act (California Government Code Section 66477) was established by the California Legislature in 1965 to provide parks for the growing communities in California. The act authorizes cities to adopt ordinances addressing parkland and/or fees for residential subdivisions for the purpose of providing and preserving open space and recreational facilities and improvements and requires the provision of three acres of park area per 1,000 persons residing within a subdivision, unless the amount of existing neighborhood and community park area exceeds that limit, in which case the city may adopt a higher standard not to exceed five acres per 1,000 residents. The Quimby Act also specifies acceptable uses and expenditures of such funds.

Mitigation Fee Act

The California Mitigation Fee Act (Government Code §§ 66000 et seq.) allows cities to establish fees that will be imposed upon development projects for the purpose of mitigating the impact that the development projects have upon a city's ability to provide specified public facilities. In order to comply with the Mitigation Fee Act, the city must follow four primary requirements: 1) Make certain determinations regarding the purpose and use of a fee and establish a nexus or connection between a development project or class of project and the public improvement being financed with the fee; 2) Segregate fee revenue from the General Fund in order to avoid commingling of capital facilities fees and general funds; 3) Make findings each fiscal year describing the continuing need for fees that have been in the possession of the city for five years or more and that have not been spent or committed to a project; and 4) Refund any fees with interest for developer deposits for which the findings noted above cannot be made.

California Public Park Preservation Act

The primary instrument for protecting and preserving parkland is California's Public Park Preservation Act of 1971. Under the Public Resource Code (California Government Code Sections 5400-5409), cities and counties may not acquire any real property that is in use as a public park for any nonpark use unless compensation, land, or both are provided to replace the parkland acquired. This provides no net loss of parkland and facilities.

Local Regulations

City of Wildomar Municipal Code Section 16.20.020, Park and Recreation Fees and Dedications

This section states that whenever land is proposed to be subdivided for residential use, the property owner shall be required, as a condition of approval of the subdivision, to dedicate to the City for park purposes three acres for every 1,000 residents of the subdivision, or pay an equivalent fee, or a combination of both, consistent with this section.

City of Wildomar Parks Master Plan

The Wildomar Parks Master Plan sets forth a vision for the City and establishes tools to attain its vision. The Wildomar Parks Master Plan identifies the existing conditions of parks and park facilities, outlines the recreational needs and demands of City residents, defines park standards, and provides a strategic plan for the long-term improvement and expansion of parks in Wildomar (Wildomar 2015). The specific objectives of the plan are to:

- Create a mechanism that facilitates the implementation of the General Plan.
- Identify existing parks, trails, and related resources and the degree to which the Wildomar community is being served.
- Identify appropriate sites for future parks and connections to the existing trails and open spaces.
- Enumerate parks standards and policies.
- Prepare three conceptual prototype park stie plans with associated probable opinions of cost.

Development Impact Fees

In July 2022, the City of Wildomar established the following fees to fund parkland acquisition and improvements (Wildomar 2022):

- Parkland Acquisition
  - Single-Family Residential: $978 per dwelling unit
  - Multi-Family Residential: $678 per dwelling unit

- Park Improvements
  - Single-Family Residential: $9,780 per dwelling unit
  - Multi-Family Residential: $6,780 per dwelling unit

5.16.1.2 EXISTING CONDITIONS

Parks

The City of Wildomar currently owns and operates four public parks as shown in Figure 5.16-1, *Park and Recreational Facilities*. Table 5.16-1, *Park Facilities in the City of Wildomar*, lists the acreages and amenities of each of the existing parks in the City. In October 2023, the City Council approved the development of a 27-acre park and in June 2023, the City Council approved the acquisition of 20 acres of land for a future 20-acre passive park (see Figure 5.16-1) (Wildomar 2023b). Including the future 27-acre park and 20-acre passive park, the City would have 61.7 acres of parkland.

Table 5.16-1 Park Facilities in the City of Wildomar

Park Name and Location	Acreage	Amenities
Marna O'Brien Park 20505 Palomar Street	9	• Playground (ages 5–12) • Basketball Courts • Restrooms • Drinking Fountain • Walkways • Baseball fields • Exercise station • Non-demarcated soccer fields • Park benches • Covered and uncovered picnic tables • Picnic shade structures • Gazebo/snack bar • Bike racks • Open play areas • Barbeque pits
Regency Heritage Park 20171 Autumn Oak Place	3.25	• Playground (ages 5–12) • Basketball Courts (half-court) • Dog park • Walkways • Park benches • Covered picnic tables • Picnic shade structures • Open play area • Barbeque pit
Windsong Park 35459 Prairie Road	2	• Playground equipment (ages 2–5) • Basketball court • Perimeter pedestrian walkway • Park benches • Covered picnic tables • Picnic shade structures

Table 5.16-1 Park Facilities in the City of Wildomar

Park Name and Location	Acreage	Amenities
		• Bike racks • Open play area • Barbeque pits
Malaga Park 32038 Mission Trail	0.45	• Perimeter walkway • Shade structures • Free library
Total	14.7	--

Source: Wildomar 2015, 2023a.

City-Owned Facilities

Currently, there are two City-owned facilities for organized sports play or other recreational activities within the City. Active recreational facilities are available at the following locations:

- Welch Field: two baseball diamonds.
- Marna O'Brien Park: three baseball diamonds, outdoor basketball, play equipment.

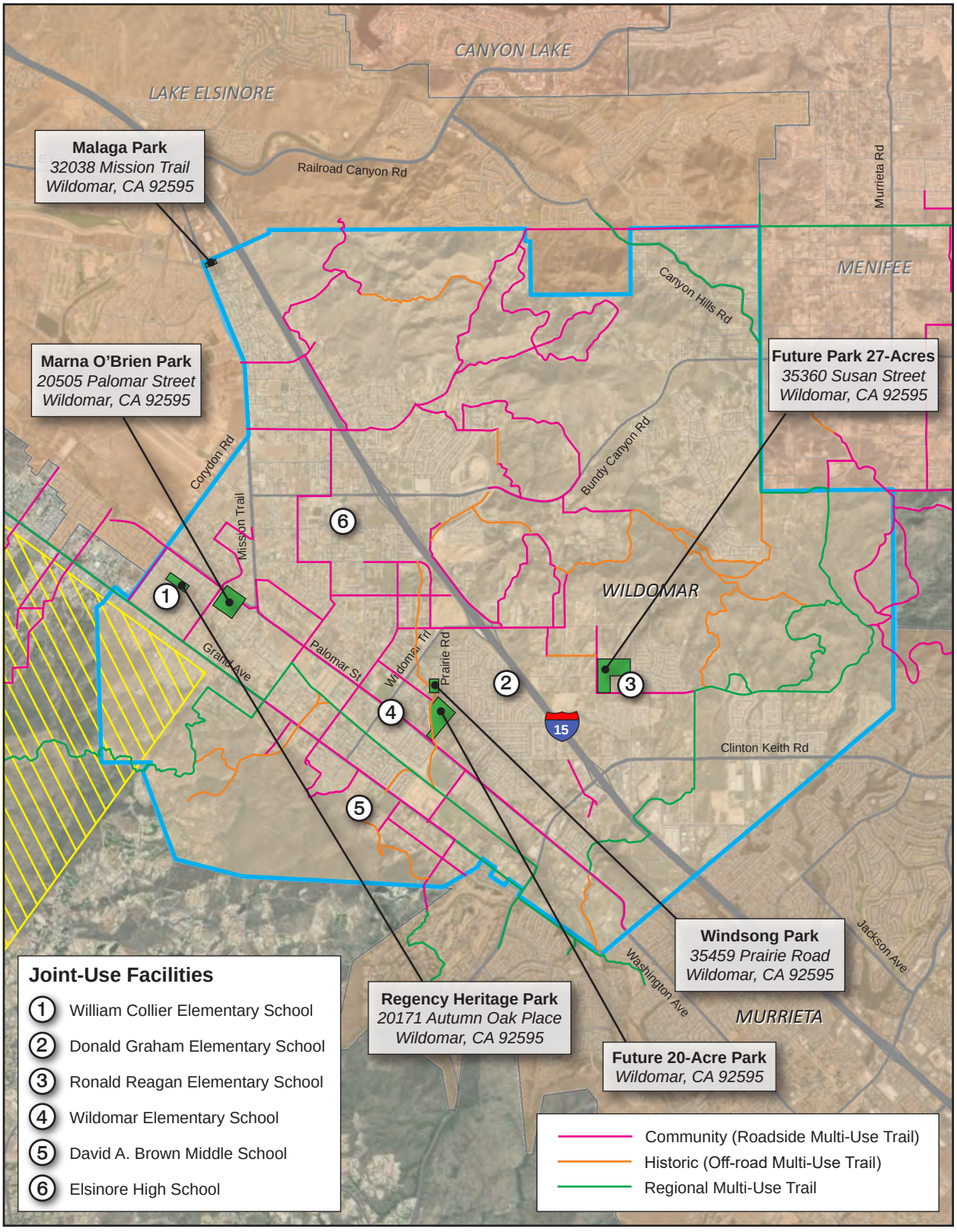
Joint-Use Facilities

Public school grounds can provide additional recreational open space and indoor activities spaces that may be made available to the public after school hours on weekdays and on the weekend (Wildomar 2015). Active recreational facilities are available at the following schools:

- William Collier Elementary School: Athletic field, outdoor basketball, play equipment.
- Donald Graham Elementary School: Athletic field, outdoor basketball, play equipment.
- Ronald Reagan Elementary School: Athletic field, outdoor basketball, play equipment.
- Wildomar Elementary School: Athletic field, outdoor basketball, play equipment.
- David A. Brown Middle School: Athletic field, athletic track, outdoor basketball.
- Elsinore High School: Athletic field, athletic track, beach volleyball, baseball field, outdoor basketball, football stadium, swimming pool, softball fields, tennis courts.

The locations of the joint-use facilities are shown on Figure 5.16-1. The use of the facilities is at the sole discretion of the school district. Joint use is becoming more difficult because security concerns around public facilities have led to some districts curtailing or eliminating joint use. While this is speculative at this time, and there are no indications that joint use would be reduced, it is a concern that the City is factoring into the plan for new parks.

Figure 5.16-1 - Park and Recreational Facilities



Source: Generated using ArcMap 2022; City of Wildomar 2019; US Forest Service 2023.

Multiuse and Equestrian Trails

Wildomar currently contains a system of local community trails, regional trails, and historic trails. Multiuse trails provide connectivity between neighborhoods, open space and park areas, and regional trails beyond the City limits (Wildomar 2015). Figure 5.16-1 shows the locations of the multiuse and equestrian trails in the City.

Conserved Land

Wildomar contains approximately 1,122 acres of conservation land scattered throughout the northern and eastern portions of the City. Although 65 acres of the open space preserves in Wildomar may be accessible to the public, conservation land is generally off limits to protect sensitive ecosystems and wildlife habitats (Wildomar 2015).

Cleveland National Forest

The Cleveland National Forest, which is managed by the United States Forest Service, is within and bounds the City's western limits, as shown on Figure 5.16-1. The Cleveland National Forest encompasses large portions of the Santa Ana and Elsinore Mountains; this area is characterized by natural open space and outdoor recreational uses, with pockets of residential and wilderness-oriented visitor serving uses (Wildomar 2015). Cleveland National Forest is approximately 460,000 acres and spans the counties of Riverside, Orange, and San Diego (USDA 2023).

5.16.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

R-1 Would 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.

R-2 Includes recreational facilities or requires the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

5.16.3 Proposed General Plan Goals and Policies

Land Use Element

GOAL LU 8 Residential Neighborhoods. A City composed of neighborhoods with a variety of housing types that are desirable places to live, contribute to the quality of life, and are well maintained.

- **Policy LU-8.2: Connections and Linkages.** Integrate networks of parks, plazas, public squares, bicycle trails and pedestrian paths into new residential development to provide both connections within each community and linkages with surrounding features and neighborhoods.

- **Policy LU-8.3: Activity Centers.** Establish activity centers within or near residential neighborhoods that contain services such as child or adult care, recreation, public meeting rooms, convenience commercial uses, or similar facilities.

GOAL LU 10 Mixed-Use Districts and Corridors: Well-designed districts and corridors contain an integrated mix of commercial, office, and/or housing that enable Wildomar's residents to live close to businesses and employment, reduce automobile use, and actively engage and enhance pedestrian activity.

- **Policy LU-10.4 Inclusion of Recreation and Amenities.** Require that residential/commercial mixed-use projects provide on-site recreational areas and other pedestrian-scale amenities such as benches, and landscaping that contribute to the living environment of residents or contribute funds for their development within proximity of the project consistent with the City's Parks Master Plan.

GOAL LU 12 Public Facilities: Governmental, utility, institutional, educational, recreational, cultural, religious, and social facilities and services are located and designed to complement Wildomar's neighborhoods, centers, and corridors.

- **Policy LU-12.1 Services Supporting Residents.** Provide public facilities and services that are cost effective, and contribute to the health, safety, welfare, and personal development of all residents.

- **Policy LU-12.2 Co-Location.** Promote the co-location of parks, schools, libraries, health services, recreation facilities, and other community facilities, and explore opportunities for joint use of such facilities, to support resident needs and leverage limited resources.

- **Policy LU-12.3 Development Impact Fees.** Explore all options for new projects to build associated public improvements up front. When that is infeasible, require that new development contribute their fair share to fund infrastructure and public facilities such as parks and police and fire facilities.

GOAL LU 13 Open Spaces: Open space lands are preserved as natural resources, utilized to buffer land uses and enhance community aesthetics, and protected from adverse impacts of new development.

- **Policy LU-13.1 Preservation of Open Space Lands.** Provide for permanent preservation of open space lands that contain important natural resources, hazards, water features, watercourses, and scenic and recreational value.

- **Policy LU-13.2 Incorporate Open Space, Landscape and Recreational Amenities.** Incorporate open space, landscaping and recreational amenities into areas of new development in order to enhance recreational opportunities and community aesthetics.

Open Space and Conservation Element

GOAL OS 1: Biological resources are protected from development, conserved, restored, and enhanced.

- **Policy 1.4 Rewilding and Habitat Restoration.** Pursue opportunities for rewilding and restoring critical habitats for sensitive species that include, but are not limited to the following: preserving,

enhancing, restoring, and expanding an integrated network of open space to support beneficial uses, such as habitat, recreation, natural resources, historic and tribal resources, water management, and aesthetics.

Recreation and Community Services Element

GOAL RC 1: A system of parklands and recreational open spaces that meet the needs of Wildomar's current and future residents.

- **Policy RC-1.1 Parks Master Plan.** Implement the Parks Master Plan to achieve the City's vision for parks facilities.
- **Policy RC-1.2 Service Level Goal.** Provide and maintain three (3) acres of neighborhood and community parks per 1,000 residents.
- **Policy RC-1.3 Park Demand and Evaluation.** Evaluate the community's parks and recreational needs and the adequacy of the City's recreational facilities and programs in meeting these needs.
- **Policy RC-1.4 Park Equity.** Seek opportunities to develop parks in neighborhoods with the highest unmet need.
- **Policy RC-1.5 Developer Fee Contribution.** Require developers to contribute fees as part of the development review process to fund parkland acquisition and improvements.
- **Policy RC-1.6 Joint Use Agreements.** Collaborate with agencies and organizations such as Elsinore Valley Municipal Water District (EVMWD) and enact joint use agreements for open spaces such as flood control channels and water recharge basins that could be used jointly for recreational purposes.
- **Policy RC-1.7 Land Acquisition.** Pursue the acquisition of public and private land, to provide adequate parkland as envisioned in the Parks Master Plan.
- **Policy RC-1.8 Community Facilities District.** Require new developments to be annexed into the Community Facilities District to support maintenance of open space, parkland, and trails.

GOAL RC 2: Parkland and recreational facilities that are safe, inclusive, and sustainable.

- **Policy RC-2.1 Siting and Design.** Design new parkland and recreational facilities that are compatible with the surrounding built and natural environments, utilize sustainable best practices, and when feasible, incorporate features that reflect Wildomar's unique attributes.
- **Policy RC-2.2 Safety Through Design.** Require new parkland and recreational facilities to be designed for safety using best practices, including providing shade structures, appropriately trimmed landscaping, sufficient lighting for nighttime activities, sufficient and accessible access points, and placing community gathering features and amenities along main routes with high pedestrian traffic.

- **Policy RC-2.3 Design For Inclusiveness.** Design new parkland and recreational facilities, and when feasible, retrofit existing facilities to be more inclusive for users of all ages and abilities. Examples of such design features include meeting and exceeding Americans with Disabilities Act (ADA) accessibility requirements, offering play equipment to accommodate people with all abilities.

GOAL RC 3: A network of well-designed trails that provide recreational opportunities and connect residents to the places that they desire to go.

- **Policy RC-3.1 Trails Master Plan.** Implement a Trails Master Plan that builds upon the Trail Design Guidance in the Wildomar Active Transportation Plan (Figure 7-1) and includes an adopted Trails Map and specific trail design guidance appropriate for the surrounding built and/or natural environment.

- **Policy RC-3.2 Murrieta Creek Trail.** Seek funding to design and build the Murrieta Creek Trail as a recreational amenity with appropriate access and safety considerations.

- **Policy RC-3.3 Equestrian Trails.** Ensure that the Trails Master Plan provide some trails that support equestrian usage.

- **Policy RC-3.4 Trail Signage and Wayfinding.** Require new trails to have clearly labeled signage at trailheads and informational wayfinding signage along the trails. When feasible, have wayfinding signage that shows the proximity to nearby trails.

- **Policy RC-3.5 Trail Connectivity.** Prioritize new trails that offer connectivity to open spaces, other trails or active transportation facilities, and local and regional destinations.

GOAL RC 4: Community services and recreational programs that support a high quality-of-life and healthy lifestyles.

- **Policy RC-4.1 Diversity of Community Services.** Provide a variety of community services and recreational programs to enhance the quality of life for the City's diverse populations.

- **Policy RC-4.2 Inclusive Recreation.** Provide community services and recreational programming that support individuals with different physical, mental, developmental, and age-related needs.

5.16.4 Environmental Impacts

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.16-1: The proposed project would generate additional residents that would increase the use of existing park and recreational facilities. [Threshold R-1]

Each jurisdiction determines the appropriate park standard based on the guidance provided by Section 666477 of the California Government Code, commonly referred to as the Quimby Act, which requires a standard of three acres of parkland per 1,000 residents. The City's park standard is three acres per 1,000

residents, as indicated in Section 16.20.020, Park and Recreation Fees and Dedications, of the Wildomar Municipal Code.

With an existing population of 37,326 residents, the parkland requirement at three acres per 1,000 residents would be approximately 112 acres. With a buildout population of 65,325 residents, the City would need 196 acres of parkland. While there would be a deficiency of approximately 154.3 acres of parkland at buildout, there are joint-use facilities, multi-use and equestrian trails, conserved lands (65 acres), and natural open space in and adjacent to the City, including Cleveland National Forest (460,000 acres).

Moreover, new development would be required to pay development impact fees and/or dedicate parkland or pay an in-lieu fee. The availability of new facilities would prevent the accelerated physical deterioration of existing facilities. Additionally, as indicated in the City's Parks Master Plan, there are plans to expand and construct additional parks in the City (Wildomar 2015). This process would ensure that the park deficiency would not get worse as development occurs.

The Proposed General Plan includes policies that support the provision of parks in the City, such as Policy LU-13.2, which calls for the incorporation of open space and recreational amenities in areas of new development, Policy RC-1.4, which aims to seek opportunities to develop parks in neighborhoods with the highest unmet need, and Policy RC-1.7, which calls for the acquisition of public and private land to provide adequate parkland.

With the implementation of the Proposed General Plan policies, as well as the provision of existing and proposed parks, joint-use facilities, trails, conserved land, and open space land, impacts to existing parks and recreational facilities would be less than significant.

Level of Significance Before Mitigation: Impact 5.16-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.16-1 would be less than significant.

Impact 5.16-2: Implementation of the Proposed General Plan would not result in environmental impacts associated with new and/or expanded recreational facilities. [Threshold R-2]

The Proposed General Plan guides growth and development within the City and is not a development project. As the population of the City grows, recreational facilities may be developed and/or improved to provide residents with additional recreational opportunities and to adhere to the City's parkland standard of three acres per 1,000 residents. Parks are also a permitted use under other land use designations (*e.g.*, residential land uses), which could result in the development of recreational facilities outside of park-designated parcels.

Development and operation of new or expanded recreational facilities may have an adverse physical effect on the environment, including impacts related to air quality, biological resources, lighting, noise, and traffic. As

this DEIR assumes construction would occur on all areas designated for development, the physical environmental impacts associated with the construction and/or expansions of existing park facilities in accordance with the proposed land use plan are addressed throughout this DEIR. Similarly, potentially adverse impacts to the environment may result from the expansion of recreational facilities and multiuse trails pursuant to buildout of the proposed project are also addressed throughout this DEIR. Subsequent environmental review for individual recreational developments would also be required. Consequently, impacts from the Proposed General Plan relating to new and/or expanded recreational facilities would not result in additional impacts other than those disclosed in this DEIR. Impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.16-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.16-2 would be less than significant.

5.16.5 Cumulative Impacts

While some of the City's recreational facilities could be used by people not residing in Wildomar, the geographic area for the cumulative analysis of recreational facilities and parks is the City of Wildomar. Currently, there are 61.7 acres of existing/approved parkland in the City, which excludes joint-use facilities, multiuse trails, conserved lands, and other open space land (such as the Cleveland National Forest, which is used by people from throughout the surrounding counties).

Based on the demand for parkland and recreational facilities, future residential development in the City would contribute to the cumulative need for more recreational open space and park facilities generated by the increase in residents. Future development would be required to construct or pay in-lieu fees for parklands, as well as pay development impact fees. As development occurs and the population increases, the City would expand and/or construct new park facilities, as feasible and as envisioned in the City's Parks Master Plan. As such, the proposed project's contribution for an increase in parks and recreational services would not be cumulatively considerable and would be less than significant.

5.16.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.16-1 and 5.16-2.

5.16.7 Mitigation Measures

No mitigation measures are required.

5.16.8 Level of Significance After Mitigation

All impacts would be less than significant.

5.16.9 References

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5.17 TRANSPORTATION

This section of the DEIR evaluates the potential for implementation of the Proposed General Plan to result in transportation and traffic impacts in the City of Wildomar. The analysis in this section is based in part on the following technical report(s):

- *Wildomar General Plan Update Transportation Impact Study*, CR Associates, January 2024

A complete copy of this study is included as Appendix 5.17-1 to this DEIR.

FOCAL POINT

The Proposed General Plan proposes additional enhancements to the multimodal transportation and roadway networks, and implementation of the proposed policies would ensure that future enhancements to the circulation system would not conflict with policies, ordinances, or plans governing the circulation system. Review of future development projects by the City and CAL FIRE/Riverside County Fire Department, compliance with the design guidelines of the California Manual of Uniform Traffic Control Devices, and implementation of the Proposed General Plan policies aimed at ensuring safety for all roadway users would ensure impacts are less than significant. Additionally, at buildout of the proposed project, vehicle miles traveled (VMT) in the City would improve by 11.6 percent, compared to existing conditions. However, due to the uncertainty regarding the actual development pattern, population growth, and other factors that are outside the purview of the proposed project, impacts are conservatively considered significant and unavoidable.

5.17.1 Environmental Setting

Terminology

The following are definitions for terms used throughout this section:

- **Level of Service (LOS).** Roadway capacity is generally limited by the ability to move vehicles through intersections. LOS is a standard performance measurement to describe the operating characteristics of a street system in terms of the level of congestion or the delay experienced by motorists. Service levels range from A through F, that is, traffic conditions from best (uncongested, free-flowing conditions) to worst (total breakdown with stop-and-go operation).

- **Vehicle Miles Traveled.** VMT measures the number of trips and the lengths of those trips for the total number of miles that vehicles will travel on a roadway system. It is used to better assess traffic impacts on greenhouse gas emissions, air quality, and energy. The number of miles of vehicle travel is an indicator of the travel levels on the roadway system by motor vehicles.

- **Total VMT.** Total VMT represents all VMT generated in the City on a typical weekday.

- **VMT per Service Population.** Service population (SP) counts residents and employees. VMT/SP measures the transportation "efficiency" of a project or plan and is defined as VMT generated on a typical weekday per person who lives and/or works in the City.

5.17.1.1 REGULATORY BACKGROUND

State Regulations

Senate Bill 743

On September 27, 2013, SB 743 was signed into law, starting a process that fundamentally changed transportation impact analysis as part of CEQA compliance. SB 743 generally eliminates auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as the sole basis for determining significant impacts under CEQA. Pursuant to the CEQA Guidelines, the new criteria "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (Public Resources Code Section 21099(b)(1)).

Pursuant to SB 743, the Natural Resources Agency adopted revisions to the CEQA Guidelines to implement SB 743 on December 28, 2018. The revised CEQA Guidelines establish new criteria for determining the significance of transportation impacts. Under the new Guidelines, VMT-related metric(s) that evaluate the significance of transportation-related impacts under CEQA for land use are required beginning on July 1, 2020. The legislation does not preclude the application of local general plan policies, zoning codes, conditions of approval, or any other planning requirements that require evaluation of LOS, but these metrics may no longer constitute the basis for determining transportation impacts under CEQA. For purposes of this EIR the LOS data has been included for informational purposes only, to enable the reader to understand the traffic impacts of the proposed project.

Regional Regulations

2020 Regional Transportation Plan/Sustainable Community Strategy

The Southern California Association of Governments' (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted in September 2020. The RTP/SCS outlines a development pattern for the region which, when integrated with the transportation network and other transportation measures and policies, would reduce greenhouse gas (GHG) emissions from transportation (excluding goods movement). The RTP/SCS is meant to provide growth strategies that would achieve the regional GHG emissions reduction targets identified by the California Air Resources Board. However, the RTP/SCS does not require that local general plans, specific plans, or zoning be consistent with the RTP/SCS; instead, it provides incentives to governments and developers for consistency.

California Department of Transportation

Interstate 15 (I-15) provides regional access to Wildomar. The freeway mainline and intersections within the City of Wildomar associated with on- and off-ramps are under Caltrans jurisdiction. Caltrans approves the planning, design, and construction of improvements for all state-controlled facilities such as I-15. Caltrans

uses the Highway Capacity Manual 6 (HCM 6) methodology to evaluate facilities. Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State highway facilities; however, LOS cannot be used as direction to add highway capacity. Note that with the change from LOS to VMT, Caltrans does not require that LOS D be maintained.

For the freeway mainline, the merge and diverge segment analysis is based on peak hour HCM 6 density analysis for freeway-to-arterial interchanges. According to HCM 6 methodology, the ramp merge and diverge segments focus on an influential area of 1,500 feet, including the acceleration or deceleration lane(s) and adjacent freeway ramps. The LOS for freeway merge and diverge segments is determined by traffic density based on criteria outlined in the HCM 6.

Riverside County Transportation Commission Congestion Management Program

The Riverside County Transportation Commission (RCTC) Congestion Management Program (CMP) is updated every two years in accordance with Proposition 11. The CMP has been established to more directly link land use, transportation, and air quality and to prompt reasonable growth management programs that would more effectively utilize new and existing transportation funds, alleviate traffic congestion and related impacts, and improve air quality.

Local Regulations

City of Wildomar Municipal Code

Title 10, Vehicles and Traffic, of the City of Wildomar Municipal Code includes regulations and standards governing parking, transportation demand management program, as well as miscellaneous traffic regulations.

Title 12, Streets, Sidewalks, and Public Places, of the City of Wildomar Municipal Code addresses streets, sidewalks, and public places. It covers matters related to the City's roadways system, excavations and encroachments on City streets, and riding and hiking trails.

Any modifications to the roadway networks, which includes driveways, curbs, and sidewalks, would be subject to approval by the City of Wildomar, and any construction work within the right-of-way of any public roadway would require the issuance of a permit by the City of Wildomar.

Impact Fees

The City participates in the Transportation Uniform Mitigation Fee (TUMF), administered by the Western Riverside Council of Governments (WRCOG). Chapter 3.40 of the Wildomar Municipal Code requires payment of TUMF to WRCOG prior to issuance of a certificate of occupancy or final inspection. The City requires written verification of payment of TUMF to WRCOG.

The City has adopted a Development Impact Fee (DIF) that offsets development impacts to traffic, trails, signals, and intersections. Chapter 3.44 requires payment of the DIF prior to issuance of a certificate of occupancy.

Wildomar Active Transportation Plan

Approved on June 30, 2021, the Wildomar Active Transportation Plan (ATP) lays the foundation for bicycle, pedestrian, and equestrian improvements within the City. The ATP aims to enhance the safety and comfort non-motorized facilities across the City, as well as increase connectivity to key attracting land uses such as schools, employment centers, retail districts, and recreational areas (Wildomar 2021).

City of Wildomar Vehicle Miles Traveled CEQA Threshold Policy Guidelines

In June 2020, the City adopted the SCAG RTP/SCS future year VMT projects thresholds, which states that new projects must demonstrate a three percent reduction in VMT than currently exists. Projects consistent with the General Plan are also consistent with the RTP/SCS and should not require additional analysis for VMT. Projects that would require amendment to the General Plan would need to complete a VMT analysis. Projects that cannot demonstrate a three percent reduction in VMT will be required to conduct additional analysis and add mitigation measures as appropriate.

5.17.1.2 EXISTING CONDITIONS[1]

Pedestrian

Pedestrian Demand

The City of Wildomar Mobility Plan identified high volumes of pedestrian activity adjacent to schools and the Lake Elsinore Town Center (a retail center in Lake Elsinore but just north of the City limits at Mission Trail and Malaga Road) (Wildomar 2020). Pedestrian activity in the City is higher during morning peak periods due to school arrivals. Table 5.17-1, *AM and PM Peak Period Pedestrian Counts*, identifies the number of pedestrians observed during morning and afternoon peak hours. As shown in Table 5.17-1, the intersection of Palomar Street and Wildomar Trail had the highest number of pedestrian counts (136 pedestrians), and the intersections of I-15 northbound/southbound ramps and Wildomar Trail, and Monte Vista Drive and Bundy Canyon Road had no pedestrian activity.[2]

Table 5.17-1 AM and PM Peak Period Pedestrian Counts

Location	AM Peak	PM Peak	Total
Palomar Street & Wildomar Trail[1]	125	11	136
Orange Street & Bundy Canyon Road	87	17	104
Wildomar Trail[2] & La Estrella Street	46	11	57
Wildomar Trail & Malaga Road	14	12	26
Inland Valley Drive & Prielipp Road	17	7	24
Grand Avenue & Corydon Road	21	1	22

[1] The City of Wildomar Mobility Plan – Existing Conditions Report (June 2020) was used to inform this section. The data collected was collected before 2020.

[2] At the time of the pedestrian counts, there was no pedestrian infrastructure at these intersections; however, the intersection of Monte Vista Drive and Bundy Canyon Road now has signal and pedestrian ramps.

Table 5.17-1 AM and PM Peak Period Pedestrian Counts

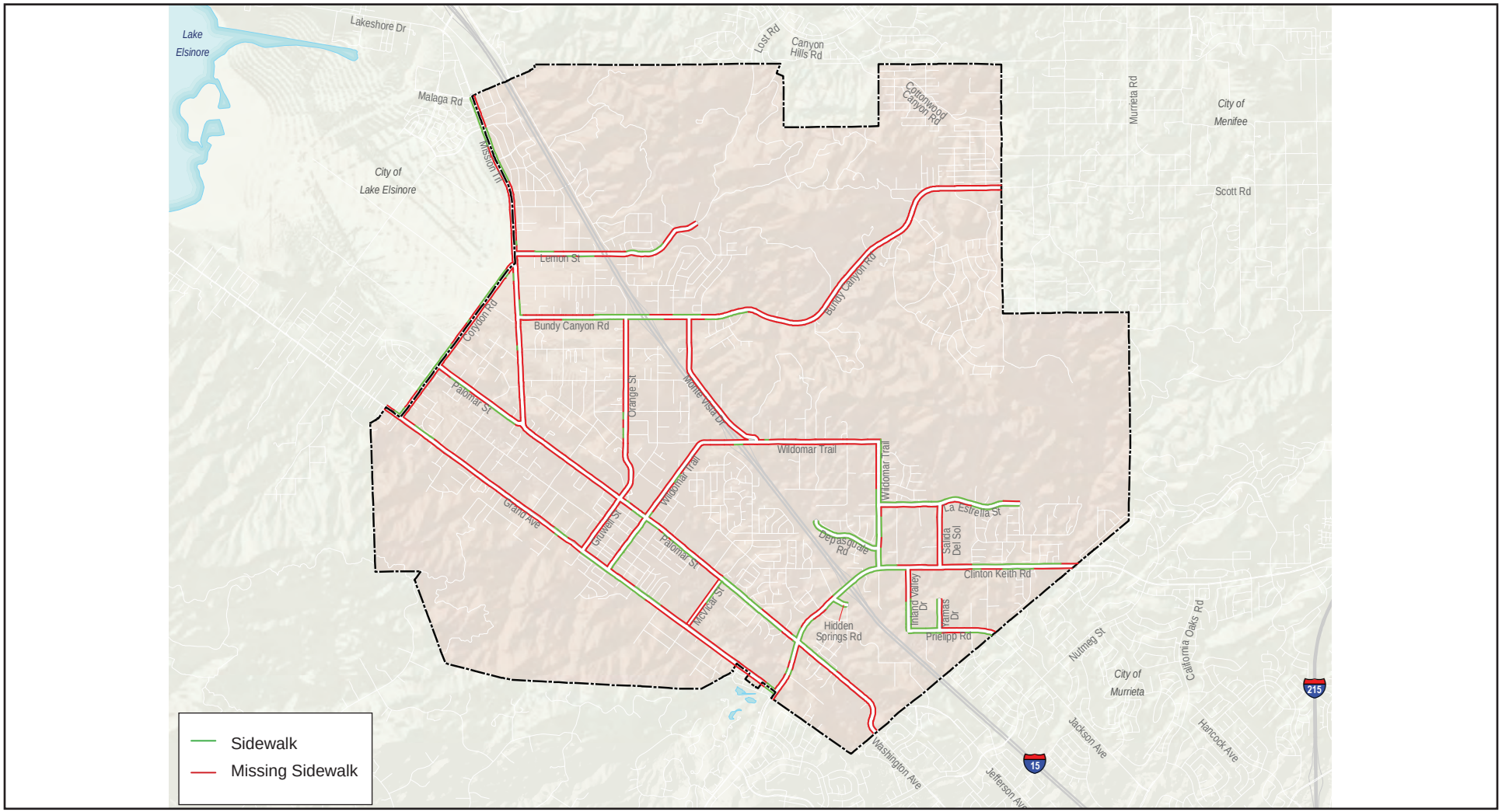
Location	AM Peak	PM Peak	Total
Mission Trail & Bundy Canyon Road	20	2	22
I-15 northbound (NB) ramps & Clinton Keith Road	15	7	22
Wildomar Trail[3] & Clinton Keith Road	15	7	22
Palomar Street & McVicar Street	18	4	22
Grand Avenue & McVicar Street	11	7	18
I-15 southbound (SB) ramps & Bundy Canyon Road	14	3	17
I-15 NB ramps & Bundy Canyon Road	14	3	17
I-15 SB ramps & Clinton Keith Road	12	4	16
Grand Avenue & Wildomar Trail[1]	10	2	12
Grand Avenue & Clinton Keith Road	9	1	10
Palomar Street & Clinton Keith Road	1	9	10
Grand Avenue & Gruwell Street	8	2	10
Hidden Springs Road & Clinton Keith Road	8	1	9
Grand Avenue & Sheila Lane	6	0	6
Mission Trail & Corydon Road	0	5	5
Mission Trail & Lemon Street	3	2	5
Palomar Street & Gruwell Street	3	2	5
Inland Valley Drive & Clinton Keith Road	2	0	2
Palomar Street & Corydon Road	1	0	1
Mission Trail & Palomar Street	1	0	1
Bundy Canyon Road & The Farm Road	1	0	1
I-15 SB ramps & Wildomar Trail[4]	0	0	0
I-15 NB ramps & Wildomar Trail[4]	0	0	0
Monte Vista Drive & Bundy Canyon Road	0	0	0

Source: Wildomar 2020.
[1] Formerly Central Street
[2] Formerly Porras Road/George Avenue
[3] Formerly George Avenue
[4] Formerly Baxter Road

Pedestrian Connectivity and Safety

The City consists of approximately 62.9 linear miles (both directions) of roadways of which approximately 18 miles have existing sidewalks, and approximately 45 miles (72 percent) are missing sidewalks (Wildomar 2020). Figure 5.17-1, *Missing Sidewalk Inventory,* shows the locations of missing sidewalks in the City. From October 2014 through October 2019, a total of 25 pedestrian-involved collisions were reported. Five of these incidents (approximately 25 percent) were on Bundy Canyon Road (Wildomar 2020).

Figure 5.17-1 - Missing Sidewalk Inventory



Source: CR Associates 2021; Alta Planning and Design 2021.

Bicycle

Bicycle Facility Classifications

Consistent with Streets and Highways Code Section 890.4, the California Department of Transportation recognizes four types of bicycle facility or bikeway classifications recognized as follows:

- **Class I Bike Path.** Also referred to as a multiuse path or shared-use path, Class I facilities provide a completely separated right-of-way designed for the exclusive use of bicycles and pedestrians.
- **Class II Bike Lane.** Provides a striped lane designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited. Bike lanes are one-way facilities located on either side of a roadway.
- **Class III Bike Route.** Provides shared use of traffic lanes with cyclists and motor vehicles, identified by signage and/or street markings such as "sharrows."
- **Class IV Cycle Track.** Also referred to as a separated or protected bikeway, cycle tracks provide a right-of-way designated exclusively for bicycle travel within the roadway and physically protected from vehicular traffic.

Bicycle Demand

Table 5.17-2, *AM and PM Peak Period Bicycle Counts*, identifies the number of bicyclists observed during the AM and PM peak period, and the total number of bicyclists observed. As shown in Table 5.17-2, the intersection of Palomar Street and McVicar Street/Frederick Street had the highest number of bicycle counts (17 cyclists), and the intersections of I-15 northbound/southbound ramps and Wildomar Trail, and Wildomar Trail and La Estrella Street had no cyclist activity.

Table 5.17-2 AM and PM Peak Period Bicycle Counts

Location	AM Peak	PM Peak	Total
Palomar Street & McVicar Street/Frederick Street	7	10	17
Palomar Street & Corydon Road	5	11	16
Palomar Street & Wildomar Trail[1]	5	11	16
Palomar Street & Clinton Keith Road	8	5	13
Mission Trail & Malaga Road	5	7	12
Palomar Street & Gruwell Street	6	6	12
Mission Trail & Lemon Street	6	5	11
Mission Trail & Corydon Road	6	5	11
Grand Avenue & Sheila Lane	7	3	10
Mission Trail & Palomar Street	6	3	9
Grand Avenue & McVicar Street	4	5	9
Grand Avenue & Clinton Keith Road	6	3	9
Grand Avenue & Corydon Road	5	2	7

Table 5.17-2 AM and PM Peak Period Bicycle Counts

Location	AM Peak	PM Peak	Total
Grand Avenue & Gruwell Street	4	3	7
Mission Trail & Bundy Canyon Road	3	3	6
Orange Street & Bundy Canyon Road	2	4	6
Grand Avenue & Wildomar Trail[1]	4	2	6
I-15 NB ramps & Clinton Keith Road	4	1	5
Wildomar Trail[2] & Clinton Keith Road	4	1	5
Inland Valley Drive & Prielipp Road	5	0	5
I-15 SB ramps & Bundy Canyon Road	3	1	4
I-15 NB ramps & Bundy Canyon Road	3	1	4
I-15 SB Ramps & Clinton Keith Road	3	1	4
Hidden Springs Road & Clinton Keith Road	2	1	3
Monte Vista Drive & Bundy Canyon Road	1	1	2
Inland Valley Drive & Clinton Keith Road	2	0	2
The Farm Road & Bundy Canyon Road	0	1	1
I-15 SB ramps & Wildomar Trail[3]	0	0	0
I-15 NB ramps & Wildomar Trail[3]	0	0	0
Wildomar Trail[4] & La Estrella Street	0	0	0

Source: Wildomar 2020.
[1] Formerly Central Street
[2] Formerly George Avenue
[3] Formerly Baxter Road
[4] Formerly Porras Road/George Avenue

Bicycle Connectivity and Safety

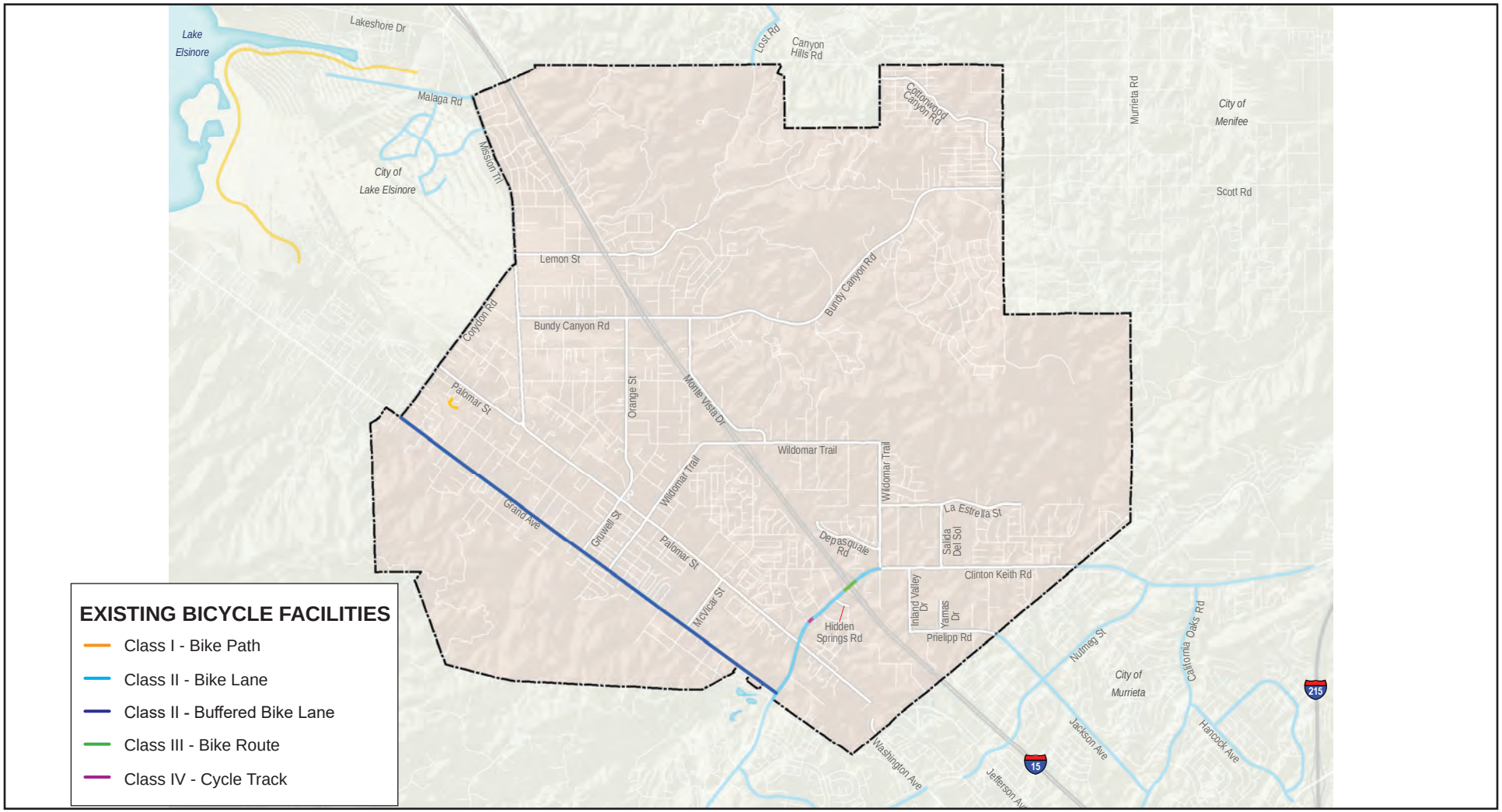
Currently, the City's bicycle network primarily consists of bicycle lanes along Grand Avenue from the northern City limits to Clinton Keith Road and along Clinton Keith Road from Grand Avenue to Wildomar Trail. Class II bicycle lanes exist on Palomar Street between McVicar Street and Clinton Keith Road and on McVicar Street, between Palomar Street and Grand Avenue. The Clinton Keith bridge over I-15 is a Class III bike route; Clinton Keith Road consists of approximately one block of Class IV cycle track facility. Figure 5.17-2, *Existing Bicycle Network,* shows the existing bicycle facilities within the City.

From October 2014 through October 2019, 13 bicycle-involved collisions were reported, and approximately 70 percent occurred on Clinton Keith Road, Mission Trail, and Palomar Street (Wildomar 2020).

Equestrian

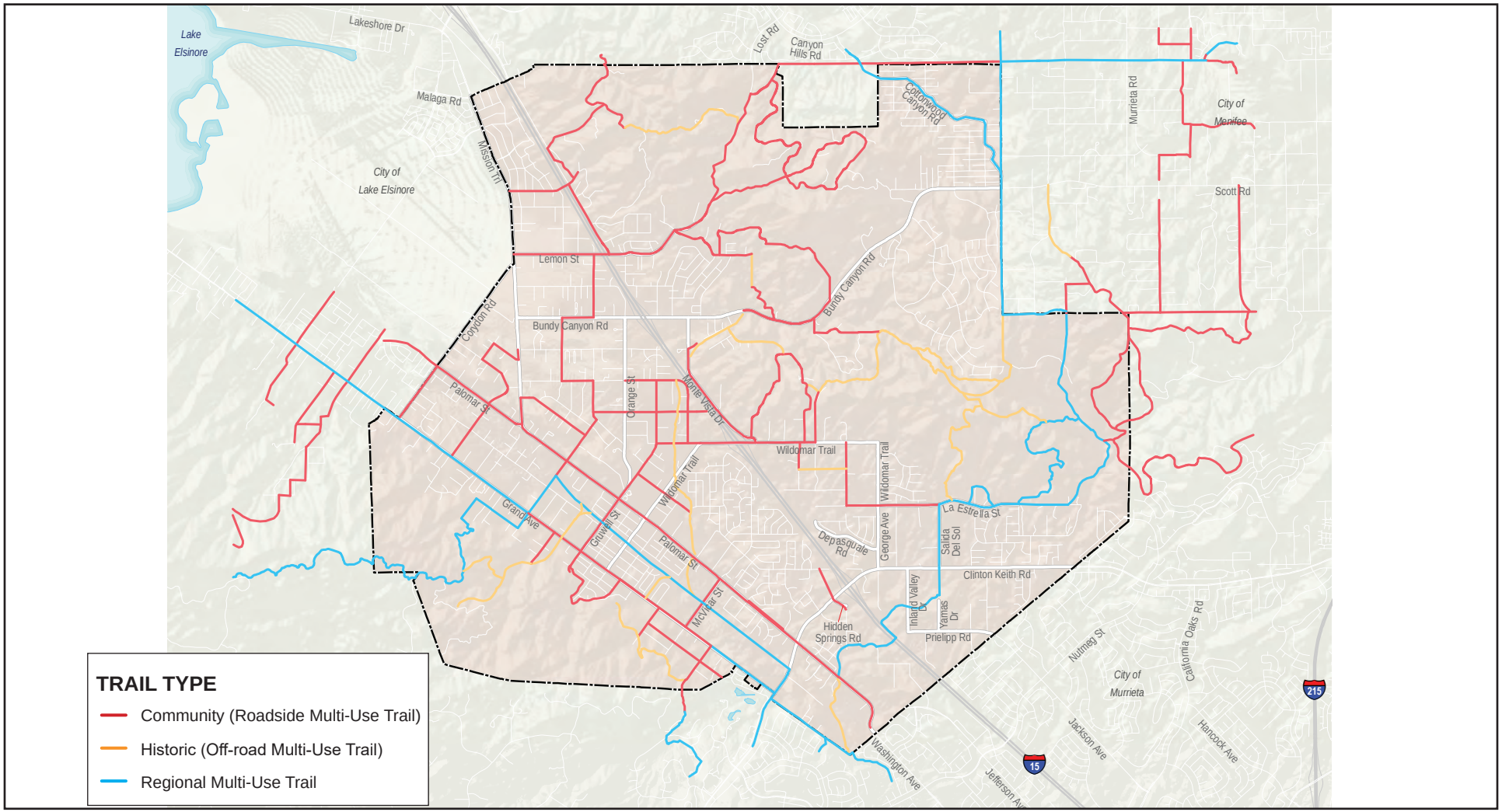
The City's multiuse trails allow for equestrian use; currently, there are approximately 19.8 miles of community, historic, and regional multiuse trails in the City (Wildomar 2020). Note that not all of these trails are public trails. Figure 5.17-3, *Multi-Use and Equestrian Trails,* shows the multiuse and equestrian trails within the City.

Figure 5.17-2 - Existing Bicycle Network



Source: CR Associates 2021; Alta Planning and Design 2021.

Figure 5.17-3 - Multi-Use and Equestrian Trails



Source: CR Associates 2021; Alta Planning and Design 2021.

Transit

Transit Network Coverage/Connectivity

Figure 5.17-4, *Existing Public Transportation Routes and Stops,* shows the existing transit routes, stops, and quarter-mile walksheds around each stop. Quarter-mile walksheds display the distance accessible within a quarter mile of each bus stop, using public roads. The City is served by Bus Routes 23 and 8, operated by the Riverside Transit Authority. Bus Routes 205 and 206 traverse the City along I-15 but do not stop in Wildomar. The City is better served in the north-south direction than in the east-west direction (Wildomar 2020). Bus Route 23 serves the southern section of the City, and Bus Route 8 serves the northern area.

Safety Near Transit Stops

Transit riders frequently access transit stops, such as bus stops, by walking or riding a bike; three pedestrian-involved collisions and one bicycle-involved collision occurred within 500 feet of a transit stop (Wildomar 2020). These collisions may have occurred due to the lack of complete streets infrastructure.

Vehicular Mobility

Level of Service

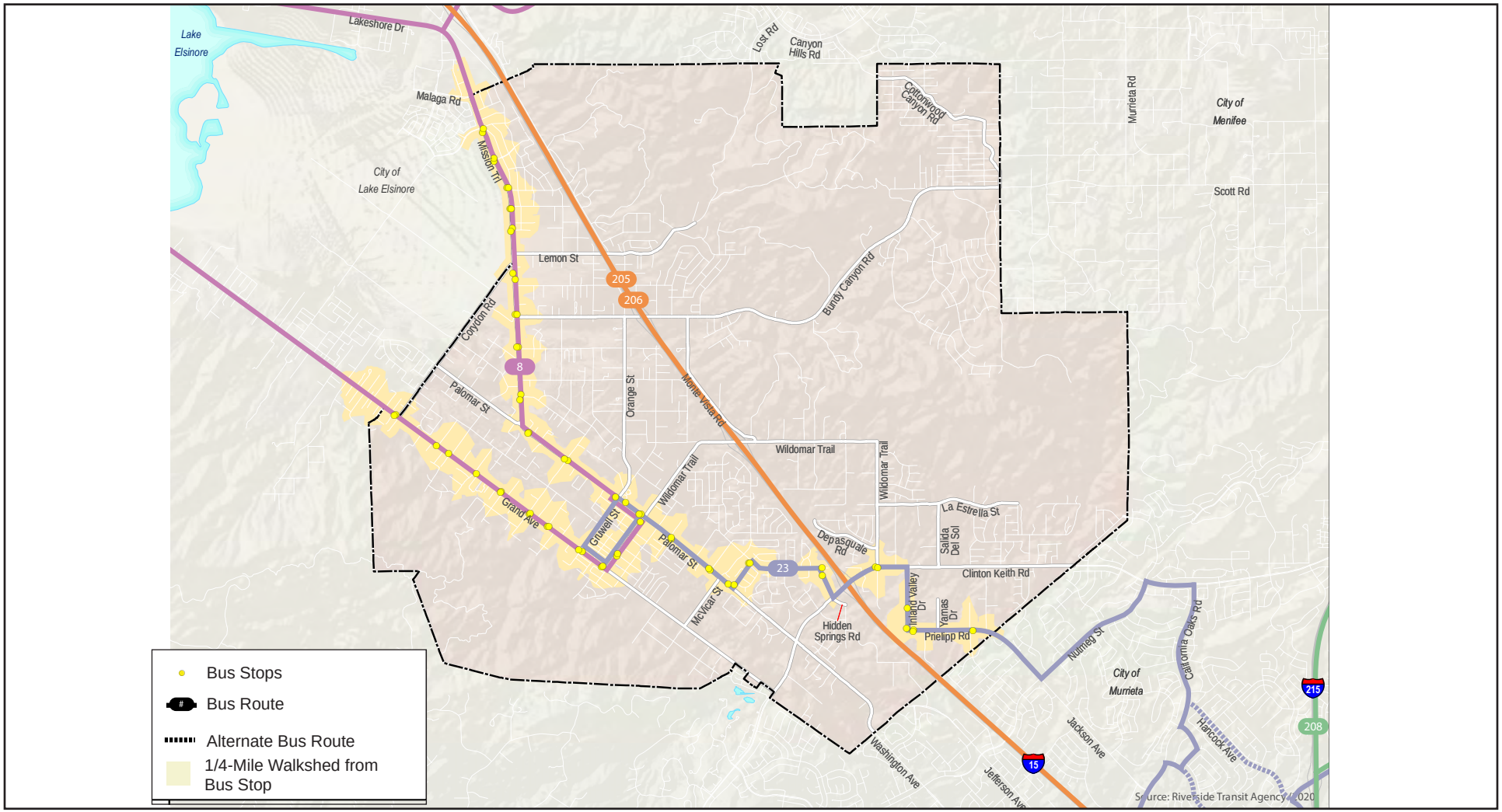
Automobile delay, as described by level of service (LOS) or other measurements of vehicular capacity or traffic congestion, is no longer considered a significant impact under CEQA. However, the City uses LOS to determine the appropriate size of roadways and the need for intersection improvements. According to the Wildomar Mobility Plan's Existing Conditions Report, 8 out of the 48 study segments currently operate at a substandard LOS (E or F) (Wildomar 2020).

- Corydon Road,[3] from Palomar Street to Mission Trail (LOS F)
- Bundy Canyon Road, from I-15 NB ramps to Monte Vista Road (LOS F)
- Bundy Canyon Road, from Monte Vista Road to the Farm Road (LOS F)
- Bundy Canyon Road, from the Farm Road to City Limits (LOS F)
- Wildomar Trail (formerly Central Street), from Palomar Street to I-15 SB ramps (LOS F)
- Clinton Keith Road, from Inland Valley Drive to City Limit (LOS F)
- Palomar Street, from Orange Street/Gruwell Street to Wildomar Trail (formerly Central Street) (LOS E)
- Inland Valley Drive, from Clinton Keith Road to Prielipp Road (LOS E)

Figure 5.17-5, *Existing Roadway Network,* shows the existing roadway network.

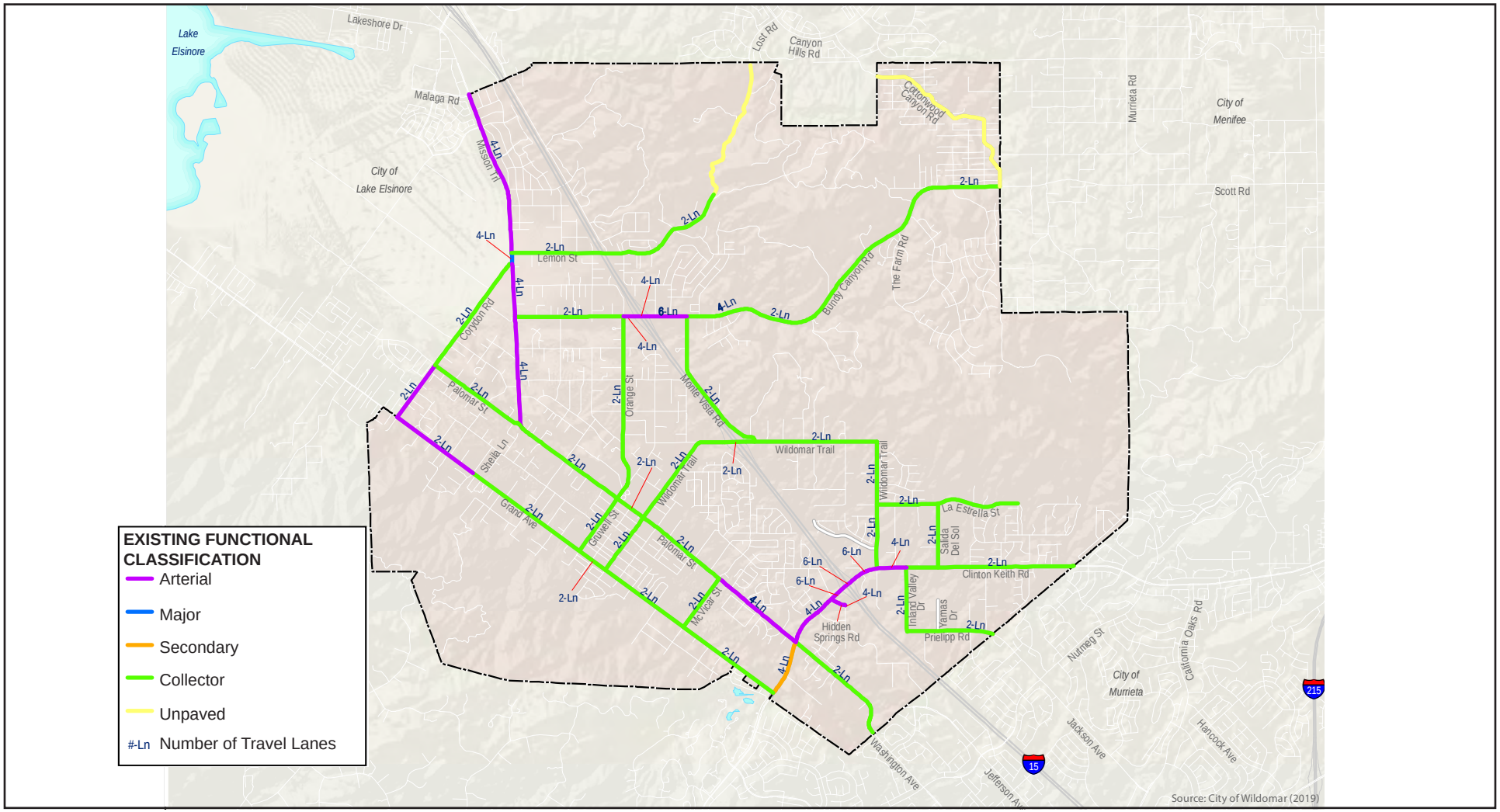
[3] The west/north side of this segment is in the City of Lake Elsinore's jurisdiction (Wildomar 2020).

Figure 5.17-4 - Existing Public Transportation Routes and Stops



Source: CR Associates 2021; Alta Planning and Design 2021.

Figure 5.17-5 - Existing Roadway Network



Source: CR Associates 2021; Alta Planning and Design 2021.

Vehicle Miles Traveled

Table 5.17-3, *Wildomar Base Year VMT Efficiency Metrics,* compares the Riverside County and Wildomar VMT per Service Population for base year (2018) conditions.

Table 5.17-3 Wildomar Base Year VMT Efficiency Metrics

VMT Metric	Base Year (2018)		Percent of Riverside County – Base Year
	Riverside County	Wildomar	Wildomar
VMT per Service Population	34.8	34.6	99%

Source: CR Associates 2024 (Appendix 5.17-1).

As shown in Table 5.17-3, Wildomar is 1 percent more efficient in VMT per Service Population compared to Riverside County.

5.17.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

T-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

T-2 Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).

T-3 Substantially increase hazards due to a geometric design feature (*e.g.*, sharp curves or dangerous intersections) or incompatible uses (*e.g.*, farm equipment).

T-4 Result in inadequate emergency access.

5.17.3 Proposed General Plan Goals and Policies

Land Use Element

GOAL LU 1 Administration: The General Plan is utilized as the guiding planning document for the City and as the basis for regional collaboration.

- **Policy LU-1.1 Regional Planning Efforts.** Wildomar shall participate in regional efforts to address issues of mobility, transportation, traffic congestion, economic development, air and water quality, and watershed and habitat management with Riverside County, neighboring cities, local and regional agencies, stakeholders, and tribal governments.

GOAL LU 4 Urban Form: A City of distinct centers and corridors surrounded by neighborhoods and connected to a network of parks and open spaces.

- **Policy LU-4.1 Patterns and Distribution of Uses and Density.** Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use (Figure LU-1) to promote efficient development; reduce automobile dependence and greenhouse gas emissions; ensure compatibility among uses; enhance community livability and health; and sustain economic vitality.

- **Policy LU-4.2 Multi-Modal Linkages.** Incorporate appropriate linkages for pedestrians, cyclists, transit users, and other non-vehicular travel modes in the design and development of projects.

- **Policy LU-4.3 Adequate Circulation Facilities.** Require that adequate and accessible circulation facilities exist to meet the demands of a proposed land use.

GOAL LU 6 Maintenance and Compatibility With Other Uses: Development is located and designed to maintain the qualities that distinguish Wildomar and to ensure effective transitions between neighborhoods and districts.

- **Policy LU-6.1 Protect from Adverse Impacts.** Retain and enhance the integrity of existing residential, employment, and open space areas by protecting them from encroachment of land uses that would result in impacts from noise, noxious fumes, glare, shadowing, and traffic.

GOAL LU 8 Residential Neighborhoods: A City composed of neighborhoods with a variety of housing types that are desirable places to live, contribute to the quality of life, and are well maintained.

- **Policy LU-8.2 Connections and Linkages.** Integrate networks of parks, plazas, public squares, bicycle trails and pedestrian paths into new residential development to provide both connections within each community and linkages with surrounding features and neighborhoods.

- **Policy LU-8.3 Activity Centers.** Establish activity centers within or near residential neighborhoods that contain services such as child or adult care, recreation, public meeting rooms, convenience commercial uses, or similar facilities.

GOAL LU 9 Commercial Areas: Vital, active, prosperous, and well-designed commercial centers and corridors offer a diversity of goods, services, and entertainment and contribute a positive experience for Wildomar's residents and visitors.

- **Policy LU-9.1 Commercial Uses and Variety.** Provide for and encourage the development of a broad range of uses in Wildomar's commercial centers and corridors that reduce the need to travel to adjoining communities for goods and services and capture a greater share of local spending.

- **Policy LU-9.2 Concentrate Commercial Uses.** Concentrate commercial uses near transportation facilities and higher-density residential areas and require the incorporate of facilities to promote the use of public transit, such as bus turnouts.

- **Policy LU-9.4 Internal and External Connections.** Encourage the provision of non-vehicular access between commercial uses and adjoining neighborhoods and the development of internal cross-connections between commercial uses so as to reduce the number of curb cuts and number of vehicle trips on adjacent roadways.

GOAL LU 10 Mixed-Use Districts and Corridors: Well-designed districts and corridors contain an integrated mix of commercial, office, and/or housing that enable Wildomar's residents to live close to businesses and employment, reduce automobile use, and actively engage and enhance pedestrian activity.

- **Policy LU-10.1 Mixed Use Design and Development.** Encourage mixed use development, as designated in the Land Use Plan, that is designed appropriately for Wildomar.

- **Policy LU-10.2 Integrated Housing and Commercial Development.** Support the development of housing integrated with commercial and/or office uses on existing commercially developed properties characterized by declining retail activity.

- **Policy LU-10.4 Inclusion of Recreation and Amenities.** Require that residential/commercial mixed-use projects provide on-site recreational areas and other pedestrian-scale amenities such as benches, fountains, and landscaping that contribute to the living environment of residents or contribute to funds for their development within proximity of the project consistent with the City's Parks Master Plan.

GOAL LU 11 Industrial Uses: Light industrial uses are accommodated to enhance economic activity and are located and designed in a compatible manner with surrounding land uses.

- **Policy LU-11.2 Concentrate Near Transportation and Utilities.** Concentrate industrial and business park uses in proximity to transportation facilities and utilities.

GOAL LU 12 Public Facilities: Governmental, utility, institutional, educational, recreational, cultural, religious, and social facilities and services are located and designed to complement Wildomar's neighborhoods, centers, and corridors.

- **Policy LU-12.2 Co-Location.** Promote the co-location of parks, schools, libraries, health services, recreation facilities, and other community facilities, and explore opportunities for joint use of such facilities, to support resident needs and leverage limited resources.

Circulation Element

GOAL CI 1: A well-connected transportation network that is safe, comfortable, efficient, and accessible by users of all ages, abilities, and modes of travel, including pedestrians, bicyclists, drivers, equestrians, transit users, and movers of commercial goods.

- **Policy CI-1.1 Complete Streets.** Plan, design, operate, and maintain City streets using Complete Streets principles for all types of transportation projects within the City including new, retrofit/reconstruction, maintenance, and ongoing projects. Repurposing unneeded roadway pavement to implement bicycle and

pedestrian improvements, for example lane or road diets, should be considered as one of the tools to implement Complete Streets.

- **Policy CI-1.2 Roadway Cross Sections.** Implement the updated typical roadway cross-sections displayed in this element to incorporate Complete Streets principles and help achieve mobility goals.

- **Policy CI-1.3 Local Context.** Integrate Complete Streets in a manner that is sensitive to the local context recognizing that needs vary among neighborhoods and communities.

- **Policy CI-1.4 Walkable Town Center.** Create a walkable town center, anchored around the Old Town core, with gathering places and trails that reflect the City of Wildomar's unique qualities and history. Comfortable walking and bicycling connections will enhance access to the Old Town area from communities throughout the City.

- **Policy CI-1.5 Traffic Calming.** Use traffic calming tools to assist in implementing Complete Streets principles and reducing vehicular travel speeds along Circulation Element roadways serving residential neighborhoods and schools such as Grand Avenue, Orange Street, Lemon Street, Gruwell Street, and McVicar Street and other roadways serving similar land uses. Traffic calming tools may include, but shall not be limited to, curb extensions, speed cushions, chokers/neckdowns, raised medians, narrowing lanes, raised crosswalks, and neighborhood traffic circles or roundabouts. The feasibility of deploying traffic calming devices shall be considered prior to increasing any posted speed limits.

- **Policy CI-1.6 Monitor Safety and Usage.** Regularly monitor and evaluate Citywide safety and usage trends for all travel modes. Additionally, as new infrastructure is implemented, such as bicycle facilities, pedestrian facilities, and traffic calming measures, pre- and post-project evaluations should be considered and conducted, where appropriate or warranted and when funding to conduct such evaluations is available, to better understand project benefits.

- **Policy CI-1.7 Dedications.** Require developments to provide appropriate dedications to implement planned transportation infrastructure as indicated in this Circulation Element and future documents adopted by City Council.

- **Policy CI-1.8 Enhance Connectivity.** When feasible, require developments to incorporate short block spacing and a strong street grid network as a means to enhance connectivity for all travel modes. Encourage the inclusion of non-motorized transportation corridors, such as paseos, promenades, and multi-use paths to improve connectivity along long blocks or non-continuous streets.

- **Policy CI-1.9 Funding.** Pursue funding for multimodal infrastructure projects that promote Complete Streets, such as impact fees and local, regional, State, and federal grants.

- **Policy CI-1.10 Development Impact Fees.** Regularly update the City's Development Impact Fees (DIF) program to ensure adequate funding is allocated for the development, operation, and maintenance of the City's transportation system across all travel modes.

GOAL CI 2 Pedestrian infrastructure that is safe, connected, and comfortable for users of all ages and abilities, inclusive of accessible curb ramps and sidewalks, marked crosswalks, trail connections, lighting, and pedestrian crossing features.

- **Policy CI-2.1 Pedestrian Network.** Improve pedestrian safety, comfort, and connectivity throughout the City, with an emphasis on implementing the various pedestrian route types (shown in Figure 3-1), and connections serving schools, parks, and commercial/retail centers.

- **Policy CI-2.2 Close Connectivity Gaps.** Improve pedestrian network connectivity by requiring development projects to close connectivity gaps by extending project frontage improvements to the nearest connecting sidewalk/trail, where feasible and/or where fee credit/reimbursement programs exist. Factors to be considered may include, but are not limited to: the proposed project's land use, destinations created by the project, or destinations that could be reached by occupants of the new development, the length of the gap, etc.

- **Policy CI-2.3 Local Roadway Safety Plan.** Implement the Local Roadway Safety Plan (as adopted and amended from time to time) recommended projects to enhance the safety of trips made by foot to and from neighborhoods, schools, parks, retail locations, employment centers, government offices, and bus stops.

- **Policy CI-2.4 Implement Pedestrian Route Types.** As adjacent parcels are developed and/or capital improvement projects are undertaken, implement the designated pedestrian route types, inclusive of the respective pedestrian route type toolkit features, where feasible.

- **Policy CI-2.5 Pedestrian Crossing Safety.** Improve pedestrian crossing safety and efficiency through appropriate signal hardware and timing, installation of marked and high visibility marked crosswalks and accessible curb ramps, and other intersection design features, where relevant.

- **Policy CI-2.6 Pedestrian Visibility.** Enhance pedestrian visibility by limiting parking at intersections, improving lighting at street crossings, and minimizing sidewalk obstructions.

- **Policy CI-2.7 Connections to Trailheads.** Provide pedestrian connections to recreational trailheads, where feasible.

- **Policy CI-2.8 Funding.** Pursue funding to implement programs that promote bicycle and pedestrian education, safety and use in schools.

- **Policy CI-2.9 Walking to School.** Encourage walking as a preferred transportation mode for trips to and from elementary, middle, and high schools, as well as near-by destinations.

- **Policy CI-2.10 Pedestrian Collision Monitoring.** Regularly review and monitor reports of pedestrian-involved collisions to identify potential safety issues and appropriate improvements.

GOAL CI 3 A safe and connected bicycle network composed of context-appropriate bicycle facilities and supporting amenities that serve the needs of recreational and utilitarian bicyclists of all ages and abilities.

- **Policy CI-3.1 Bicycle Network.** Improve bicycle safety, comfort, and connectivity throughout the City, with an emphasis on implementing the planned bicycle network (shown in Figure 3-2).
- **Policy CI-3.2 Close Connectivity Gaps.** Improve bicycle network connectivity by requiring development projects to close connectivity gaps by extending project frontage improvements to the nearest connecting bicycle facility, where feasible and/or where fee credit/reimbursement programs exist. Factors to be considered may include, but are not limited to: the proposed project's land use(s), destinations created by the project, or destinations that could be reached by occupants of the new development, the length of the gap, etc.
- **Policy CI-3.3 Implement Local Roadway Safety Plan.** Implementation of the Local Roadway Safety Plan (as adopted and amended from time to time) recommended projects to enhance the safety of trips made by bicycle to and from neighborhoods, schools, parks, retail locations, employment centers, government offices, and bus stops.
- **Policy CI-3.4 Include Bicycle Facilities in Projects.** Coordinate street resurfacing and restriping efforts, capital improvement projects, and development projects to include bicycle facilities identified in the planned bicycle network, where applicable.
- **Policy CI-3.5 Connect with Adjacent Jurisdictions.** Coordinate with adjacent jurisdictions to provide continuous and uniform bicycle connections to and from neighboring communities, where feasible.
- **Policy CI-3.6 Wayfinding Program.** Consider development of a wayfinding program which indicates additional bicycle connections and the direction and distance to key destinations.
- **Policy CI-3.7 Intersection Design.** Enhance bicycle intersection crossing efficiency and safety through intersection design considerations, provisions of bicycle detection at signalized intersections, and other appropriate design features.
- **Policy CI-3.8 Biking to Schools.** Pursue collaborative opportunities with local schools to implement programs that promote bicycle education and safety and encourage usage among students.
- **Policy CI-3.9 Bicycle Parking.** Bicycle parking shall be provided with all new developments as required by Section 17.188.060 of Wildomar's Municipal Code.
- **Policy CI-3.10 Bicycle Racks.** Encourage existing retailers, shops, and shopping centers to install bicycle racks. Permit the reallocation of vehicular parking space(s) to bicycle parking spaces, if supported by a parking utilization study and/or if the remaining spaces are consistent with the minimum required for the respective land use as identified in Section 17.188.030 of Wildomar's Municipal Code.

- **Policy CI-3.11 Employer-Provided Amenities.** Encourage employers to install end-of-trip amenities for bicycle riders, such as bicycle parking, maintenance stations, lockers, and/or showers.

- **Policy CI-3.12 Bicycle Safety.** Regularly review and monitor reports of bicycle-involved collisions to identify potential safety issues and appropriate improvements. Explore opportunities to improve bicycle safety through educational and/or training programs for cyclists and other roadway users.

- **Policy CI-3.13 Freeway Crossings.** As properties adjacent to I-15 develop, consider the feasibility of, and potential demand for, incorporating additional freeway crossings that prioritize pedestrian and bicycle mobility.

GOAL CI 4: A public transportation network that allows for convenient access to major destinations, both within Wildomar and the region.

- **Policy CI-4.1 Transit Network.** Work with Riverside Transit Agency (RTA), Southern California Association of Governments (SCAG), and other regional partners to ensure that adequate transit service is provided consistent with future growth (shown in Figure 3-3).

- **Policy CI-4.2 Station Amenities.** Coordinate with Riverside Transit Agency to focus station improvements and enhanced amenities at locations with the greatest ridership. In coordination with RTA and adjacent properties, provide secure bicycle parking options for high ridership transit stops, where feasible.

- **Policy CI-4.3 First-Mile/Last-Mile Connectivity.** Encourage convenient and safe pedestrian and bicycle linkages to and from bus stops to provide better first-mile/last-mile connectivity. This includes connectivity to/from existing and new development and along streets providing access to the bus stops.

GOAL CI 5: Convenient and efficient vehicle circulation with minimal congestion that does not degrade pedestrian and bicycle safety, mobility, and access.

- **Policy CI-5.1 Roadway Network.** Implement the planned roadway network and classification designations (as shown in Figure 3-4) through new development, redevelopment, resurfacing, and/or other capital improvement projects. This includes the new potential connections at Sunset Avenue, between Bundy Canyon Road and La Estrella Street, and Inland Valley Drive, between Prielipp Road and Hidden Springs Road, if feasibility is demonstrated and appropriate funding is identified.

- **Policy CI-5.2 Connect with Adjacent Jurisdictions.** Work with adjacent jurisdictions to provide continuous vehicular connections to and from neighboring communities.

- **Policy CI-5.3 Roadway Cross-Sections.** Ensure the implementation of the updated typical roadway cross-sections displayed in this Circulation Element (as shown in Figures 3-5 through 3-8), including the new "Rural Collector" classification.

- **Policy CI-5.4 Level of Service Threshold.** Although Vehicle Miles Traveled (VMT) will be utilized as the traffic impact metric for California Environmental Quality Act (CEQA) review process, Level of Service (LOS) is still a critical measure and indicator of traffic operations. LOS D shall be the threshold for all Circulation Element roadways and intersections, consistent with Transportation Impact Analysis (TIA) Guidelines adopted by the City Council, unless otherwise approved by the City Engineer.

- **Policy CI-5.5 Vehicle Miles Travelled Threshold.** All projects in the City shall be in compliance with Resolution No. 2020-40, Vehicle Miles Traveled (VMT) CEQA Threshold Policy Guidelines. Efforts should be made to reduce VMT by prioritizing pedestrian and bicycle travel and/or incorporating active transportation enhancements, to the extent feasible. Efforts to reduce VMT may not necessarily have to be implemented on-site, but rather, in coordination with City staff, off-site projects that would offset the VMT increase caused by a particular project can be identified. Applicants/Developers would have the option to either construct the project/improvement or calculate the costs associated with the construction of the project/improvement and pay that as an in-lieu fee.

- **Policy CI-5.6 Achieve Level of Service Threshold.** All development projects shall achieve the LOS threshold identified in Policy 5.4, otherwise, the City reserves the rights to request the proposed development to amend the existing designations in order to ensure roadways and intersections can adequately handle volumes of traffic generated by the development.

- **Policy CI-5.7 Evaluate Roadway Network.** As development occurs, evaluate the need to designate additional roads as Circulation Element roadways, or amend existing designations, to help enhance vehicle circulation, reduce congestion, and increase connectivity throughout the City. Measures shall not come at the expense of pedestrian and/or bicycle safety, mobility, and access, unless approved by the City Engineer.

- **Policy CI-5.8 Evaluate Intersections.** Evaluate intersection geometrics and treatments at the intersections of Crescent Avenue/Elberta Road and Crescent Avenue/Olive Street to improve safety and operations. This could include, but not limited to, Crescent Avenue Road closure to vehicular traffic at its northern (Elberta Road) and southern (Olive Street) ends.

- **Policy CI-5.9 Connect Lake Elsinore to Interstate 15.** Continue to coordinate with the City of Lake Elsinore and respective property owners in Wildomar to identify a preferred connection between Lake Elsinore and Interstate 15 via Bundy Canyon Road, or alternatives. This connection could help reduce cut-through traffic on local or Collector streets in Wildomar and capitalize on the region's investment in Bundy Canyon Road.

- **Policy CI-5.10 Interchange Projects.** Ensure that future interchange projects, such as the Bundy Canyon Road and Wildomar Trail Project Study Reports, incorporate recommended bicycle network and pedestrian route type features, to the extent possible.

- **Policy CI-5.11 Evaluate Traffic along Bundy Canyon.** Evaluate local and regional traffic as development continues along the Bundy Canyon Road/Scott Road corridor to ensure adequate north-

south connectivity along the corridor to facilitate expected traffic volumes and circulation and determine when improvements are warranted to proposed or potential north-south connections, as shown on the Proposed Network exhibit (as shown on Figure 3-4), are warranted.

- **Policy CI-5.12 Utilize Transportation Demand Management.** Regularly update the Transportation Demand Management (TDM) ordinance to include best management practices for reducing VMT. Updates to the ordinance should include consideration of private shuttle bus services, work from home programs, vanpool programs, and parking strategies that would incentivize use of public or private transportation for key development projects.

- **Policy CI-5.13 Utilize Transportation System Management.** Utilize Transportation System Management (TSM) measures throughout the City to ensure the circulation system is as efficient and cost effective as possible. These measures include, but are not limited to, improvements to signal coordination, transit signal priorities, and pedestrian/bicycle prioritized signals.

- **Policy CI-5.14 Manage Curb Space.** Manage curb space in activity areas to balance demands of all users such as emergency vehicles, buses, vehicle parking, bicycle/scooter parking, delivery loading/unloading, rideshare pick-up/drop-off, street furniture, electric vehicle charging stations, etc.

- **Policy CI-5.15 Connected and Autonomous Vehicles.** Utilization of advanced analytics and high-speed communication networks should be taken into consideration to prepare for the future deployment of connected and autonomous vehicles.

GOAL CI 6: Provide and maintain a safe and efficient system for delivering goods and services.

- **Policy CI-6.1 Goods Movement Network.** Maintain a designated goods movement route network (as shown on Figure 3-9) in the City to ensure safe and adequate infrastructure support for the travel of commercial vehicles. Goods movement routes shall comply with the requirements identified in the City's municipal code.

- **Policy CI-6.2 Commercial Loading and Unloading.** Coordinate with property owners and the business community to support commercial vehicle loading/unloading in a manner that is efficient while not compromising safety and operations of other roadway users.

GOAL CI 7: A comprehensive trail network that provides for equestrian mobility and alternate recreational options.

- **Policy CI-7.1 Murrieta Creek Regional Trail Project.** Continue to pursue funding and implementation of the Murrieta Creek Regional Trail Project, including an emphasis on safe at-grade roadway crossings with the roadway network. Crossing treatments could include curb extensions, raised crosswalks, pedestrian hybrid beacons (also known as HAWK), rectangular rapid flash beacons (RRFB), etc.

- **Policy CI-7.2 Close Connectivity Gaps.** Analyze gaps in the trail system and develop an approach for closing gaps, including property acquisition and/or dedicated easements, where necessary and feasible.
- **Policy CI-7.3 Connect with Adjacent Jurisdictions.** Leverage trails within other jurisdictions to provide connectivity from Wildomar to points beyond.
- **Policy CI-7.4 Equestrian Trails.** Preserve and enhance equestrian trails where they currently exist.
- **Policy CI-7.5 Trail Design Guidelines.** Develop City-specific trail design guidelines or formally adopt guidelines, such as those provided in the County of Riverside Comprehensive Trails Plan**, ,** as part of a Trails Master Plan.

GOAL CI 8: A robust network of infrastructure and utility systems supports the City's growth.

- **Policy CI-8.1 Collaborate with Utilities and Service Providers.** Work with utilities and service providers for water, wastewater, energy, and solid waste, including, but not limited to, Elsinore Valley Municipal Water District (EVMWD), CR&R, Southern California Edison (SCE) and SoCalGas, to ensure that services and facilities meet resident needs reliably and support the City's growth.
- **Policy CI-8.2 Adequate Storm Drainage.** Implement, and periodically update, the 2019 City of Wildomar Master Drainage Plan to manage storm runoff and provide flood control protection.
- **Policy CI-8.3 Telecommunications Systems and Access**. Work with telecommunications service providers to meet the facility and service providers to meet the facility and service demands of existing and future development and to provide equitable access to telecommunications infrastructure, including encouraging retrofit and expansion of existing high speed internet systems and inclusion in all new housing.

Recreation and Community Services Element

GOAL RC 3: A network of well-designed trails that provide recreational opportunities and connect residents to the places that they desire to go.

- **Policy RC-3.3 Equestrian Trails.** Ensure that the Trails Master Plan provide some trails that support equestrian usage.
- **Policy RC-3.5 Trail Connectivity.** Prioritize new trails that offer connectivity to open spaces, other trails or active transportation facilities, and local and regional destinations.

5.17.4 Environmental Impacts

5.17.4.1 METHODOLOGY

VMT is positively correlated with growth and as the region is expected to grow, VMT is also expected to increase. However, where the growth occurs plays a significant role in determining how much VMT will

increase. Growth in areas with access to high-quality transit, a complete active transportation network, and/or complementary land use mixes are projected to be more VMT-efficient.

The following describes how VMT is referred to, calculated, and accounted for in this programmatic CEQA impact analysis in accordance with the Wildomar VMT Guidelines:

- **VMT per Service Population** includes all daily vehicle-based trips associated with all land uses (residential, employment, retail, education, etc.) which are then summed for the study area (City of Wildomar) and divided by the population of the same analysis area to arrive at VMT per Service Population.

The Wildomar VMT Guidelines state that projects that are at or below the City's average VMT per Service Population or below the subregion's average VMT per Service Population be considered less than significant. Additionally, it states that the City shall endeavor to ensure that new projects are able to demonstrate a three percent reduction in VMT than currently exists.

Existing VMT was determined using the Riverside Traffic Analysis Model (RIVTAM) Base Year (2018), which yielded a VMT per service population of 34.6 miles. Excerpts from the regional transportation model are provided in Appendix A of Appendix 5.17-1.

5.17.4.2 IMPACT ANALYSIS

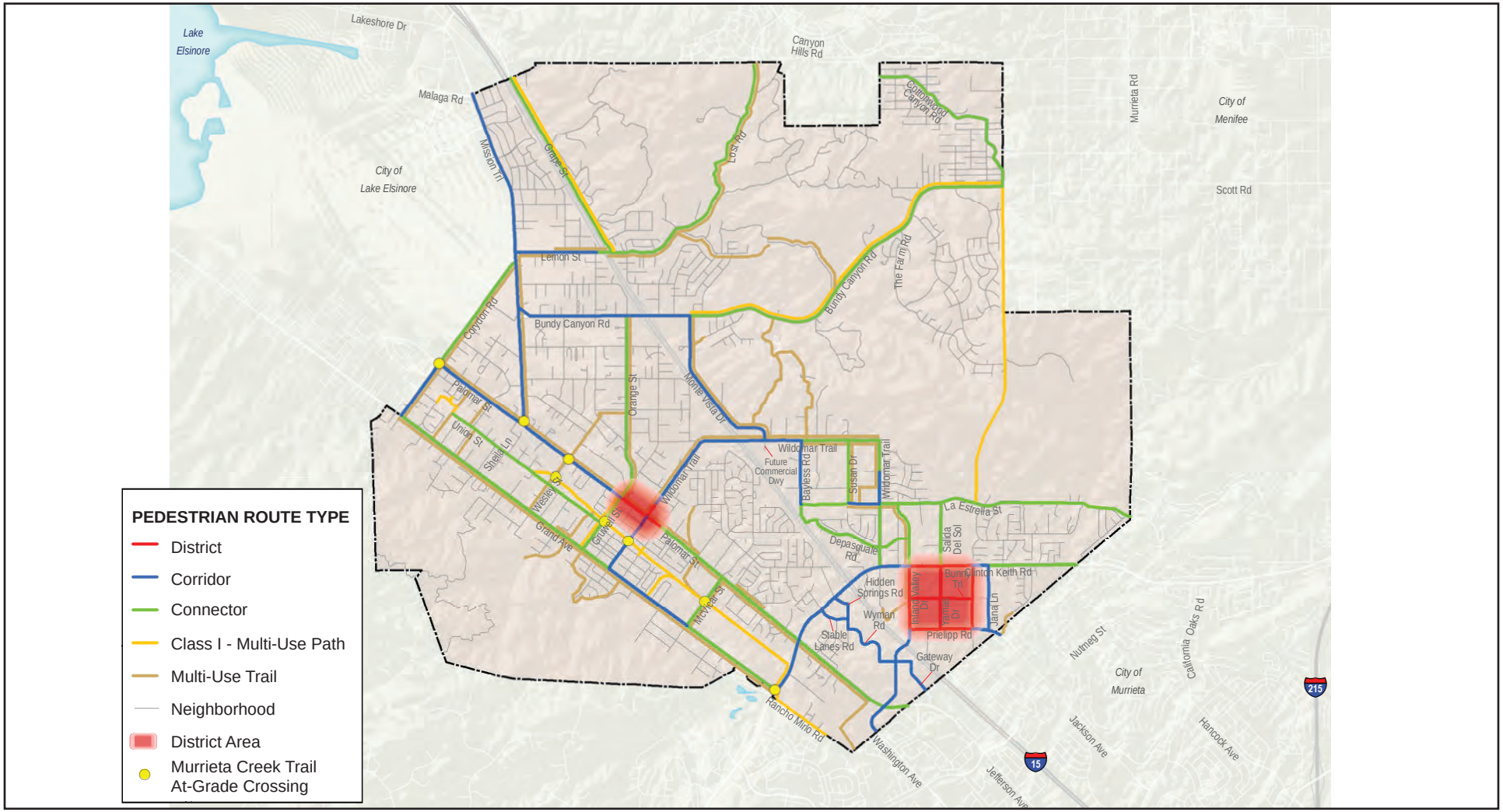
The applicable thresholds are identified in brackets after the impact statement.

Impact 5.17-1: The proposed project would be consistent with adopted programs, plans, and policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. [Threshold T-1]

This analysis focuses on impacts to circulation within the City's boundaries, as the City does not have jurisdiction on transit and roadways outside of the City limits.

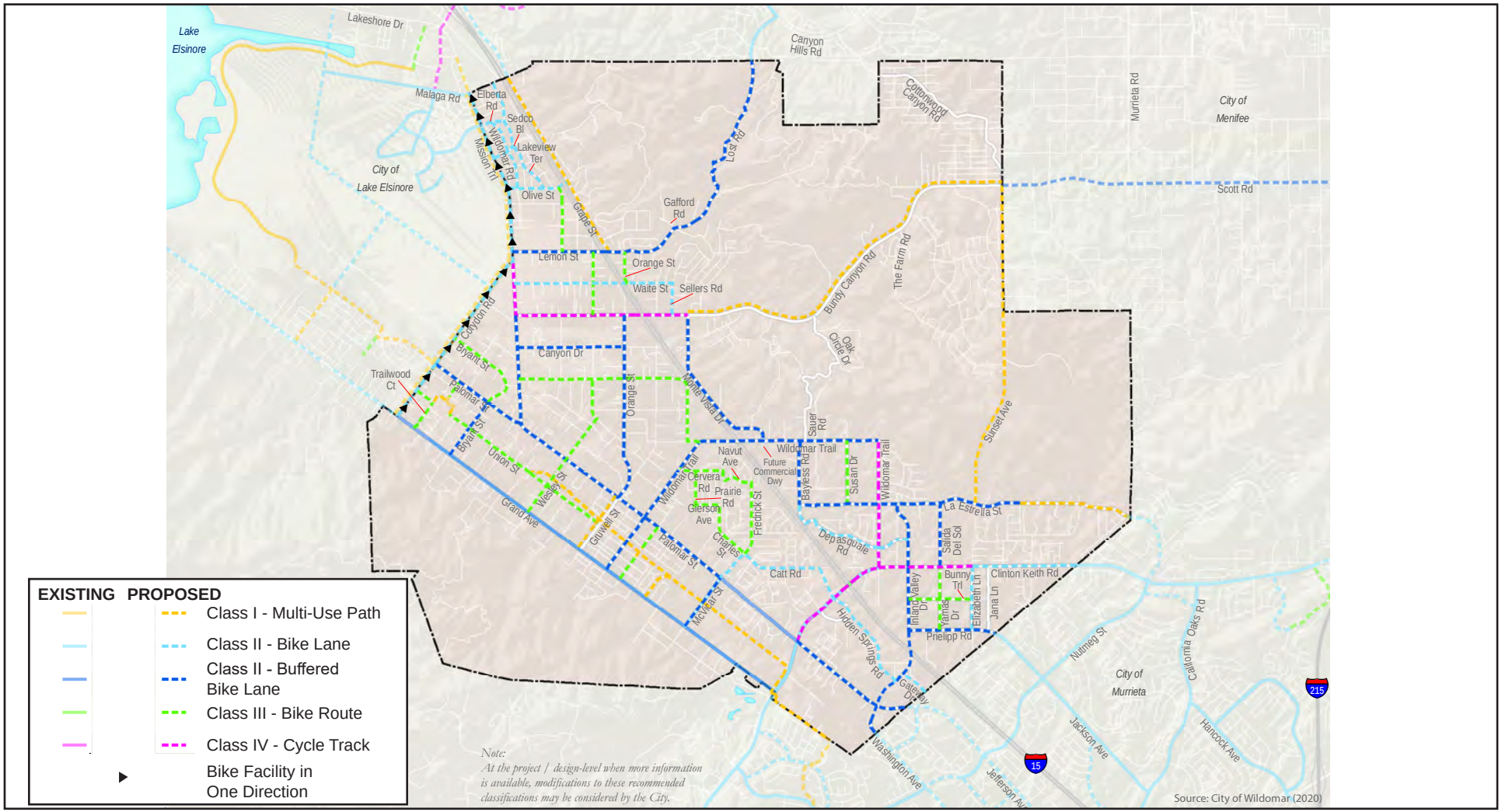
The Proposed General Plan proposes enhancements to the multimodal transportation and roadway networks, as shown on Figure 5.17-6, *Proposed Pedestrian Routes*; Figure 5.17-7, *Proposed Bicycle Network*; Figure 5.17-8, *Proposed Multi-Use Trails*; and Figure 5.17-9, *Proposed Roadway Network*. Additionally, the proposed project includes multiple policies aimed at ensuring adequate roadway design and providing multimodal facilities, such as Policy CI-1.1, which calls for planning, designing, operating, and maintaining City streets to provide for all types of transportation; Policy CI-1.5, which calls for the use of traffic calming tools to implement Complete Streets principles and reduce vehicular speed; Policy CI-1.8, which requires developments to incorporate short block spacing and a street grid network to enhance connectivity, when feasible; Policy CI-2.4 and Policy CI-2.5, which call for the implementation of pedestrian routes and improvement of pedestrian crossing safety; Policy CI-3.1, which calls for the improvement and connectivity of the bicycle network; Policy CI-4.1, which calls for working with regional partners to ensure adequate transit service is provided consistent with future growth; and Policy CI-5.1, which calls for the implementation of planned roadway networks through new development and redevelopment.

Figure 5.17-6 - Proposed Pedestrian Routes



Source: CR Associates 2021; Alta Planning and Design 2021.

Figure 5.17-7 - Proposed Bicycle Network

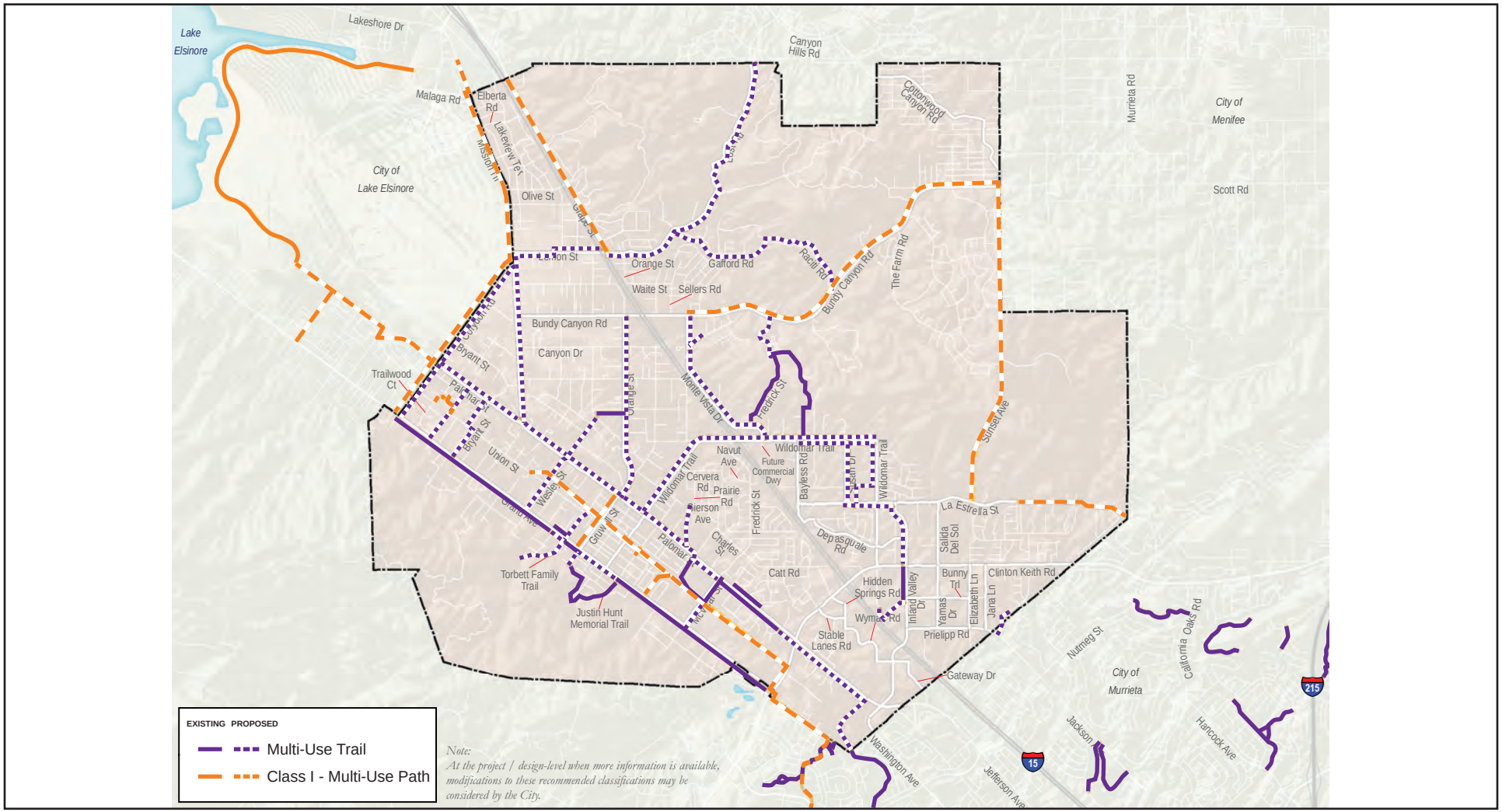


City of Wildomar Boundary

0 1
Scale (Miles)

Source: CR Associates.

Figure 5.17-8 - Proposed Multi-Use Trails

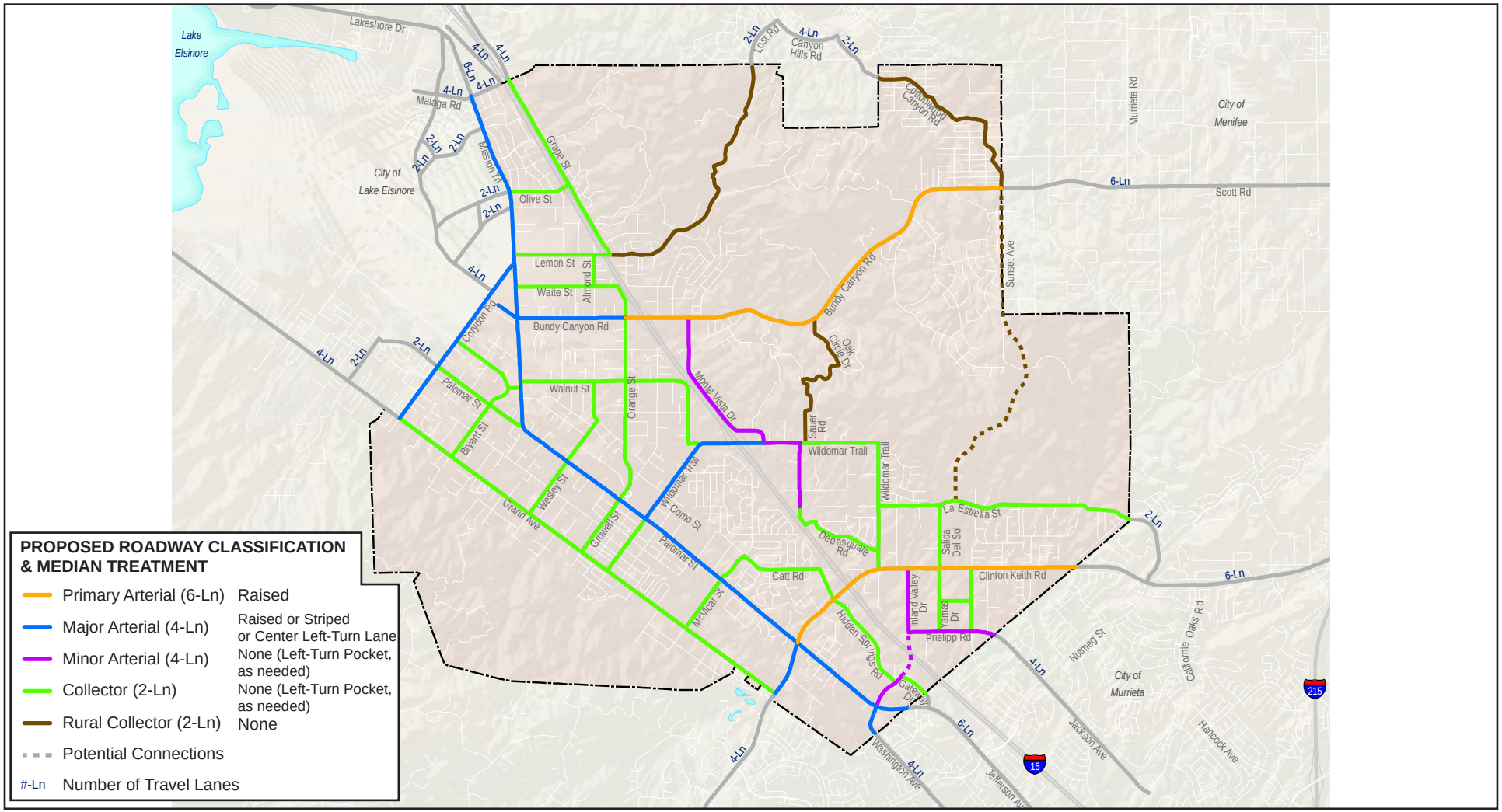


City of Wildomar Boundary

0 1
Scale (Miles)

Source: CR Associates 2021; Alta Planning and Design 2021.

Figure 5.17-9 - Proposed Roadway Network



Source: CR Associates 2021; Alta Planning and Design 2021.

With implementation of these policies, the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system. Therefore, impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.17-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.17-1 would be less than significant.

Impact 5.17-2: The proposed project would conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b). [Threshold T-2]

CEQA Guidelines Section 15064.3 describes how transportation impacts are analyzed after SB 743. It eliminates auto delay, and the LOS methodology used to assess and quantify such delay, and similar measures of vehicular capacity or traffic congestion as the sole basis for determining significant impacts. Instead, CEQA Guidelines Section 15064.3 requires use of VMT methodology for assessing transportation impacts:

> Generally, VMT is the most appropriate measure of transportation impacts. For the purposes of this section, VMT refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2)…[regarding roadway capacity], a project's effect on automobile delay shall not constitute a significant environmental impact.

Table 5.17-4, *Wildomar Horizon Year VMT Efficiency Metrics,* shows that, compared to the Wildomar base year VMT efficiency metrics (see Table 5.17-3), VMT efficiency in the City is expected to improve by approximately 11.6 percent with implementation of the proposed project.

Table 5.17-4 Wildomar Horizon Year VMT Efficiency Metrics

VMT Metric	Riverside County – Base Year	Wildomar – Base Year	Wildomar – Proposed Project	Percent of Riverside County – Base Year	Percent of Wildomar – Base Year	Significant Impact?
VMT per Service Population	34.8	34.6	30.6	87.9%	88.4%	Yes

Source: CR Associates 2024 (Appendix 5.17-1).

As shown in Table 5.17-4, the City is projected to have a VMT per Service Population at 30.6, which is 87.9 percent of the Riverside County's base year VMT per Service Population and 88.4 percent of Wildomar's base year VMT per Service Population. Placement of the land uses associated with the proposed project would reduce the VMT per Service Population within Wildomar by more than three percent (11.6 percent). Additionally, the proposed project includes policies that enhance multimodal transportation, such as Policy

CI-2.4 and Policy CI-2.5, which call for the implementation of pedestrian routes and improvement of pedestrian crossing safety; Policy CI-3.1, which calls for the improvement and connectivity of the bicycle network; and Policy CI-4.1, which calls for working with regional partners to ensure adequate transit service is provided consistent with future growth. Moreover, Chapter 10.36, Transportation Demand Management Program, of the Wildomar Municipal Code is intended to establish policies and procedures to encourage and promote the use of alternative transportation modes through project design and facility planning.

The Circulation Element includes several policies that enhance the active transportation network throughout the City to encourage residents to bike or walk rather than taking their personal car. While these policies create an environment that encourages different transportation alternatives, due to the uncertainty regarding the actual development pattern, population growth, and other factors that are outside of the purview and control of the City, it is difficult to rely on the reduction of VMT suggested by the modeling. Further, for the active transportation features to be effective they need to connect employment, residential, and commercial land uses. As the existing system is not complete, though it will be completed over time, VMT impacts are considered potentially significant.

Level of Significance Before Mitigation: Impact 5.17-2 would be potentially significant.

Mitigation Measures

Policy CI-5.12 of the Proposed General Plan will update the Transportation Demand Management ordinance (Chapter 10.36 of the Wildomar Municipal Code) to include methods of reducing VMT. These will include engaging current and future key employers to decrease commute and work-related VMT, private shuttle bus services, work from home programs, vanpool programs, and parking strategies that would incentivize use of public or private transportation. While these measures can reduce VMT, they are project specific, and both the efficiency and applicability will be determined on a project-by-project basis. The City will update the TDM Ordinance to reflect current best management practices for TDM and apply the Ordinance to key projects. Therefore, there are no other feasible mitigation measures.

Level of Significance After Mitigation: Impact 5.17-2 would be significant and unavoidable.

Impact 5.17-3: The proposed project would not result in a substantial increase in hazards due to a geometric design feature (*e.g.*, sharp curves or dangerous intersections) or incompatible uses (*e.g.*, farm equipment), or result in inadequate emergency access. [Thresholds T-3 and T-4]

Buildout of the proposed project would involve the alteration, intensification, and redistribution of land uses in the City. The Proposed General Plan includes circulation network improvements that would be subject to the review and future consideration of the City's Public Works Department, and would include an evaluation of the roadway alignments, intersection geometrics, and traffic control features. Roadway improvements would have to be made in accordance with the City's circulation plan and roadway design guidelines and meet design guidelines of the California Manual of Uniform Traffic Control Devices.

All future development under the proposed project would undergo extensive review at the City to ensure consistency with the City's development standards and roadway design standards. Ingress and egress for future projects would be reviewed by the City as well as the CAL FIRE/Riverside County Fire Department to ensure there is sufficient emergency access provided at the site as required by the City of Wildomar Municipal Code 8.28, Fire Code, for compliance with the California Fire Code.

Additionally, the proposed project includes policies to improve safety for all roadway users, such as Policy CI-1.5, which calls for the use of traffic calming tools to assist with implementing Complete Streets principles and reduce vehicular speeds, Policy CI-1.6, which calls for regularly monitoring and evaluating Citywide safety and usage trends for all travel modes, Policy CI-2.5 and Policy CI-2.6, which call for improving pedestrian crossing safety and enhancing pedestrian visibility, Policy CI-3.7, which calls for enhancing bicycle intersection crossing efficiency and safety through intersection design considerations, and Policy CI-5.7, which calls for evaluating the need to designate additional roads or amend existing designations to help enhance vehicle circulation and reduce congestion.

As such, impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.17-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.17-3 would be less than significant.

5.17.5 Cumulative Impacts

Cumulative impacts consider the transportation improvements within the WRCOG's subregional transportation model and regional growth projections identified by SCAG. Compliance with local and state standards would ensure that all cumulative development in the City has adequate emergency access and does not result in roadway hazards. As discussed above, implementation of the Proposed General Plan policies would ensure that future development would not conflict with plans, policies, and ordinances governing the circulation system. Moreover, while the placement of the land uses associated with the proposed project would reduce the VMT per Service Population within Wildomar by more than three percent, due to the uncertainty regarding the actual development pattern, population growth, and other factors that are outside the purview of the City's control, cumulative impacts are conservatively considered ***significant and unavoidable***.

5.17.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.17-1 and 5.17-3.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.17-2** The proposed project would be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).

5.17.7 Mitigation Measures

Impact 5.17-2

Mitigation Measures

There are no feasible mitigation measures at the General Plan-level.

5.17.8 Level of Significance After Mitigation

Impact 5.17-2

While the placement of land uses associated with the proposed project would reduce the VMT per Service Population within Wildomar by more than three percent, due to the uncertainty regarding the actual development pattern, population growth, and other factors that are outside the purview of the City's control, impact 5.17-2 would be ***significant and unavoidable***.

5.17.9 References

CR Associates. 2024, January. Wildomar General Plan Update Transportation Impact Study.

Wildomar, City of. 2020, June. City of Wildomar Mobility Plan – Existing Conditions Report. https://cdnsm5-hosted.civiclive.com/UserFiles/Servers/Server_9894739/File/Government/Departments/Public%20Works/Wildomar%20Mobility%20Plan/Final%20ECR%20(2020-06-03).pdf

———. 2021, June 30. Wildomar Active Transportation Plan.

5.18 TRIBAL CULTURAL RESOURCES

Tribal cultural resources include landscapes, sacred places, or objects with a cultural value to a California Native tribe. This section of the DEIR evaluates the potential for the proposed project to impact tribal cultural resources in the City of Wildomar. Other potential impacts to cultural resources (*i.e.,* historic, archaeological, and disturbance of human remains) are evaluated in Section 5.5, *Cultural Resources*.

The analysis in this section is based in part on the following information:

- *Cultural Resources Assessment for City of Wildomar General Plan Update, Riverside County, California*, ECORP Consulting, Inc., October 27, 2023
- *Native American Consultation Pursuant to SB 18,* Native American Heritage Commission, November 3, 2023

Complete copy of these resources are included as Appendix 5.5-1 and Appendix 5.18-1, respectively, to this DEIR.

FOCAL POINT

Tribal cultural resources may be found throughout the City of Wildomar, but information on them is much more difficult to obtain than for most cultural resources. Currently, there is no public database of such resources, and most cannot be identified by surveying the land. Identification of tribal cultural resources requires coordination with Native American tribes, and their precise location is often difficult to determine because they may only be documented through the oral history of the tribe.

The City respects the long history of the tribes in the area and has developed a series of mitigation measures with the tribes that explain how tribal resources are to be treated once discovered. The City regularly consults with the tribes on development projects and works cooperatively with them to ensure that these valuable resources are respected and impacts are avoided or mitigated to less than significant levels.

5.18.1 Environmental Setting

5.18.1.1 REGULATORY BACKGROUND

Federal Regulations

Archaeological Resources Protection Act

The Archaeological Resources Protection Act (United States Code, Title 16, Sections 470aa–mm) became law on October 31, 1979, and has been amended four times. It regulates the protection of archaeological resources and sites that are on federal and Indian lands.

Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act (United States Code, Title 25, Sections 3001 et seq.) is a federal law passed in 1990 that provides a process for museums and federal agencies to return

certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants and culturally affiliated Indian tribes.

State Regulations

California Public Resources Code Sections 5097.9-5097.991

Archaeological resources are protected pursuant to a wide variety of state policies and regulations enumerated under the California Public Resources Code (PRC). In addition, cultural resources are recognized as a nonrenewable resource and therefore, receive protection under the California PRC and CEQA.

California Public Resources Code Sections 5097.9–5097.991 provide protection to Native American historical and cultural resources, and sacred sites and identifies the powers and duties of the Native American Heritage Commission (NAHC). California Public Resources Code Sections 5097.9-5097.991 also require notification to descendants of discoveries of Native American human remains and provides for treatment and disposition of human remains and associated grave goods.

California Public Resources Code Sections 21073 and 20174

Public Resource Code Sections 21073 and 21074 define California Native American tribe and tribal cultural resources, respectively. Public Resource Code Section 21073 defines a "California Native American tribe" as a Native American tribe located in California that is on the contact list maintained by the Native American Heritage Commission (NAHC).

Tribal cultural resources (TCRs) are defined in Section 21074 as sites, features, places, cultural landscapes (geographically defined in terms of the size and scope), sacred places, and objects with cultural value to a California Native American tribe that are either included in or determined to be eligible for inclusion in the CRHR, or are included in a local register of historical resources as defined in subdivision (k) of Section 5020.1, or are 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 Section 5024.1.

California Health and Safety Code

California Health and Safety Code Section 7050.5 requires that if human remains are discovered on the project area, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and recognizes or has reason to believe the human remains are those of Native American, he or she shall contact, by telephone within 24 hours, the NAHC.

California Register of Historical Resources

The California Register of Historic Resources is the state version of the National Register of Historic Resources program. It was enacted in 1992 and became official on January 1, 1993. The California Register was established to serve as an authoritative guide to the state's significant historical and archaeological

resources. Resources that may be eligible for listing include buildings, sites, structures, objects, and historic districts. According to subsection (c) of PRC Section 5024.1, a resource may be listed as a historical resource in the California Register if it meets any of the four National Register criteria.

California Senate Bill 18 (SB 18)

Existing law provides limited protection for Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places. These places may include sanctified cemeteries, religious sites, ceremonial sites, shrines, burial grounds, prehistoric ruins, archaeological or historic sites, Native American rock art inscriptions, or features of Native American historic, cultural, and sacred sites.

SB 18 was signed into law in September 2004 and went into effect on March 1, 2005. It placed new requirements upon local governments for developments within or near "traditional tribal cultural places" (TTCP). Per SB 18, the law requires local jurisdictions to provide opportunities for involvement of California Native American tribes in the land planning process for the purpose of preserving traditional tribal cultural places. The Office of Planning and Research's Tribal Consultation Guidelines, adopted on November 14, 2005, provides advisory guidance to cities and counties on the process for consulting with Native American tribes during the adoption or amendment of local general plans or specific plans; the Tribal Consultation Guidelines recommend that the NAHC provide written information as soon as possible but no later than 30 days after receiving a request to inform the lead agency if the proposed project is determined to be in proximity to a TTCP and another 90 days for tribes to respond to notices provided by local governments if they want to consult to determine whether the project would have an adverse impact on the TTCP. There is no statutory limit on the consultation duration. Prior to the adoption or amendment of a general plan or specific plan, a local government must refer the proposed action to those tribes that are on the NAHC contact list and have traditional lands located in the city or county's jurisdiction; the referral must allow a 45-day comment period. The CEQA public distribution list shall include tribes provided by the NAHC. If the NAHC, the tribe, and interested parties agree upon the mitigation measures necessary for the proposed project, they would be included in the project's EIR.

SB 18 is triggered before the adoption, revision, amendment, or update of a city's or county's general plan. Although SB 18 does not specifically mention consultation or notice requirements for the adoption or amendment of specific plans, the Final Tribal Guidelines advises that SB 18 requirements extend to specific plans as well, because state planning law requires local governments to use the same process for amendment or adoption of specific plans as general plans (defined in Government Code § 65453). In addition, SB 18 provides a new definition of TTCP requiring a traditional association of the site with Native American traditional beliefs, cultural practices, or ceremonies, or the site must be shown to actually have been used for activities related to traditional beliefs, cultural practices, or ceremonies. (Previously, the site was defined to require only an association with traditional beliefs, practices, lifeways, and ceremonial activities). SB 18 also amended Civil Code Section 815.3 and added California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places.

California Assembly Bill 52 (AB 52)

AB 52 took effect July 1, 2015, and requires inclusion of a new section in CEQA documents titled Tribal Cultural Resources, which include heritage sites. Under AB 52, a tribal cultural resource is defined similar to tribal cultural places under SB 18—sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either included or eligible for inclusion in the California Register of Historic Resources or included in a local register of historical resources. Or the lead agency, supported by substantial evidence, chooses at its discretion to treat the resources as a tribal cultural resource.

Similar to SB 18, AB 52 requires consultation with tribes at an early stage to determine whether the project would have an adverse impact on any TCRs and if so to identify mitigation measures to protect them. Per AB 52, within 14 days of deciding to undertake a project or determining that a project application is complete, the lead agency must provide formal written notification to all tribes who have requested it. The tribe then has 30 days from receiving the notification to respond if it wishes to engage in formal consultation. The lead agency must initiate consultation within 30 days of receiving the request from the tribe. Consultation concludes when both parties have agreed on measures to mitigate or avoid a significant effect to a tribal cultural resource, or a party, after a reasonable effort in good faith, decides that mutual agreement cannot be reached. Regardless of the outcome of consultation, the CEQA document must disclose significant impacts on tribal cultural resources and discuss feasible alternatives or mitigation that avoid or lessen the impact.

5.18.1.2 EXISTING CONDITIONS

Paleo-Indians Period/Terminal Pleistocene (12,000 to 10,000 BP)

The first inhabitants of Southern California were big game hunters and gatherers exploiting extinct species of Pleistocene megafauna (*e.g.,* mammoth and other Rancholabrean fauna). Local "fluted point" assemblages composed of large spear points or knives are stylistically and technologically similar to the Clovis Paleo-Indian cultural tradition dated to this period elsewhere in North America. Archaeological evidence for this period in Southern California is limited to a few small temporary camps with fluted points found around late Pleistocene Lake margins in the Mojave Desert and around Tulare Lake in the southern San Joaquin Valley. Single points are reported from Ocotillo Wells and Cuyamaca Pass in eastern San Diego County and from the Yuha Desert in Imperial County.

Early Archaic Period/Early Holocene (10,000 to 8,500 BP)

Approximately 10,000 years ago, at the beginning of the Holocene, warming temperatures and the extinction of the megafauna resulted in changing subsistence strategies with an emphasis on hunting smaller game and increasing reliance on plant gathering. Previously, Early Holocene sites were represented by only a few sites and isolate from the Lake Mojave and San Dieguito complexes found along former lakebeds and grasslands of the Mojave Desert and in inland San Diego County. More recently, southern California Early Holocene sites have been found along the Santa Barbara Channel in western Riverside County, and along the San Diego County coast.

The San Dieguito Complex was defined based on material found at the Harris site on the San Dieguito River near Lake Hodges in San Diego County. San Dieguito artifacts include large leaf-shaped points; leaf-shaped knives; large ovoid, domed, and rectangular end and side scrapers; engraving tools; and crescentics. The San Dieguito Complex at the Harris site dates to 9,000 to 7,500 BP. However, sites from this time period in coastal San Diego County have yielded artifacts and subsistence remains characteristic of the succeeding Encinitas Tradition, including manos, metates, core-cobble tools, and marine shell.

Encinitas Tradition or Milling Stone Period/Middle Holocene (8,500 to 1,250 BP)

The Encinitas Tradition and the Milling Stone Period refers to a long period of time during which small mobile bands of people who spoke an early Hokan language foraged for a wide variety of resources, including hard seeds, berries, and roots/tubers (yucca in inland areas), rabbits and other small animals, and shellfish and fish in coastal areas. Sites from the Encinitas Tradition consist of residential bases and resource acquisition locations with no evidence for overnight stays. Residential bases have hearths and fire-affected rock, indicating overnight stays and food preparation. Residential bases along the coast have large amounts of shell and are often termed shell middens.

The Encinitas Tradition as originally defined applied to all of the non-desert areas of southern California. Recently, four patterns within the Encinitas Tradition have been proposed which apply to different regions of southern California. The Topanga Pattern includes archaeological material from the Los Angeles Basin and Orange County. The Greven Knoll Pattern pertains to southwestern San Bernardino County and western Riverside County. Each of the patterns is divided into temporal phases. The Topanga Pattern included the Los Angeles Basin and Orange County. The Topanga I phase extends from 8,500 to 5,000 BP and Topanga II runs from 5,000 to 3,500 BP. The Topanga Pattern ended about 3,500 BP with the arrival of Takic speakers, except in the Santa Monica Mountains where the Topanga III phase lasted until about 2,000 BP.

The Encinitas Tradition in inland areas east of the Topanga Pattern (southwestern San Bernardino County and western Riverside County) is the Greven Knoll Pattern. Greven Knoll I (9,400 to 4,000 BP) has abundant manos and metates. Projectile points are few and are mostly Pinto points. Greven Knoll II (4,000 to 3,000 BP) has abundant manos and metates and core tools. Projectile points are mostly Elko points. The Elsinore site on the east shore of Lake Elsinore was occupied during Greven Knoll I and Greven Knoll II. During Greven Knoll I faunal processing (butchering) took place at the lakeshore and floral processing (seed grinding), cooking, and eating took place farther from the shore. The primary foods were rabbit meat and seeds from grasses, sage, and ragweed. A few deer, waterfowl, and reptiles were consumed. The recovered archaeological material suggests that a highly mobile population visited the site at a specific time each year. It is possible that their seasonal rounds included the ocean coast at other times of the year. These people had an unspecialized technology as exemplified by the numerous crescents, a multi-purpose tool. The few projectile points suggest that most of the small game was trapped using nets and snares. During Greven Knoll II, which included a warmer drier climatic episode known as the Altithermal, it is thought that populations in interior southern California concentrated at oases and that Lake Elsinore was one of them. The Elsinore site (CA-RIV-2798) is one of five known Middle Holocene residential sites around Lake Elsinore. Tools were mostly manos, metates, and hammerstones. Scraper planes were absent. Flaked-stone tools consisted mostly

of utilized flakes used as scrapers. The Elsinore site during the Middle Holocene was a "recurrent extended encampment" which could have been occupied during much of the year.

The Encinitas Tradition lasted longer in inland areas because Takic speakers did not move east into these areas until circa 1,000 BP. Greven Knoll III (3,000 to 1,000 BP) is present at the Liberty Grove site in Cucamonga (Salls 1983) and at sites in Cajon Pass that were defined as part of the Sayles Complex. Greven Knoll III sites have a large proportion of manos and metates and core tools as well as scraper planes. The scraper planes may have been used to process yucca and agave. The faunal assemblage consists of large quantities of rabbits and hares and lesser quantities of deer, rodents, birds, carnivores, and reptiles.

Palomar Tradition (1,250 to 150 BP)

The native people of southern California (north of a line from Agua Hedionda to Lake Henshaw in San Diego County) spoke Takic languages which form a branch or subfamily of the Uto-Aztecan language family. The Takic languages are divided into the Gabrielino-Fernandeño language, the Serrano-Kitanemuk group (the Serrano [includes the Vanyume dialect] and Kitanemuk languages), the Tataviam language, and the Cupan group (the Luiseño-Juaneño language, the Cahuilla Language, and the Cupeño language). Takic speakers occupied the southern San Joaquin Valley before 3,500 BP. Perhaps because of the arrival of Yokutsan speakers (a language in the Penutian language family) from the north, Takic speakers moved southeast. The ancestors of the Kitanemuk moved into the Tehachapi Mountains and the ancestors of the Tataviam moved into the upper Santa Clara River drainage. The ancestors of the Gabrielino (Tongva) moved into the Los Angeles Basin about 3,500 BP, replacing the native Hokan speakers. Speakers of proto-Gabrielino reached the southern Channel Islands by 3,200 BP and moved as far south as Aliso Creek in Orange County by 3,000 BP.

Takic people moved south into southern Orange County after 1,250 BP and became the ancestors of the Juaneño. Takic people moved inland from southern Orange County about 1,000 BP, becoming the ancestors of the Luiseño, Cupeño, and Cahuilla. Takic people from the Kitanemuk area moved east along the northern slopes of the San Gabriel Mountains and spread into the San Bernardino Mountains and along the Mojave River becoming the ancestors of the Serrano and the Vanyume.

The material culture of the inland areas where Takic languages were spoken at the time of Spanish contact is part of the Palomar Tradition. San Luis Rey I Phase (1,000 to 500 BP) and San Luis Rey II Phase (500 to 150 BP) pertain to the area occupied by the Luiseño at the time of Spanish contact. The Peninsular I (1,000 to 750 BP), II (750 to 300 BP), and III (300 to 150 BP) Phases are used in the areas occupied by the Cahuilla and Serrano.

San Luis Rey I is characterized by Cottonwood Triangular arrow points, use of bedrock mortars, stone pendants, shell beads, quartz crystals, and bone tools. San Luis Rey II sees the addition of ceramics, including ceramic cremation urns, red pictographs on boulders in village sites, and steatite arrow straighteners. San Luis Rey II represents the archaeological manifestation of the antecedents of the historically known Luiseño. During San Luis Rey I there were a series of small permanent residential bases at water sources, each occupied by a kin group (probably a lineage). During San Luis Rey II people from several related residential bases moved into a large village located at the most reliable water source. Each village had a territory that

included acorn harvesting camps at higher elevations. Villages have numerous bedrock mortars, large dense midden areas with a full range of flaked and ground stone tools, rock art, and a cemetery.

Ethnographic Context

The City of Wildomar falls within the territory of both the Luiseño and Juaneño. The Luiseño occupied most of the area drained by the San Luis Rey and Santa Margarita Rivers. The Luiseño lived in sedentary and autonomous village groups. Permanent villages were typically located in valley bottoms, along streams, or along coastal strands near mountain ranges where water was available and village defense was possible. The Luiseño speak a subfamily of the widespread Uto-Aztecan family of languages, which is vibrant and complex.

Villages had hereditary chiefs who controlled religious, economic, and territorial activities. An advisory council of ritual specialists and shamans was consulted for environmental and other knowledge. Large villages located along the coast or in inland valleys may have had more complex social and political structures than settlements controlling smaller territories.

Luiseño subsistence centered on gathering acorns, seeds, greens, bulbs, roots, berries, and other vegetal foods. This was supplemented by hunting mammals such as deer, antelope, rabbit, woodrat, ground squirrels, and mice, as well as birds including quail, doves, and ducks. Inland populations had access to fishing and gathering sites on the coast, which they used during the winter months. Bands along the coast exploited marine resources, such as sea mammals, fish, crustaceans, and mollusks. Inland, trout and other fish were taken from mountain streams. Regions were allotted to each band and then further divided among the various families. These locations for procuring resources were valuable and protected by the family which owned the region.

Hunting was done both individually and by organized groups. Tool technology for food acquisition, storage, and preparation reflects the size and quantity of items procured. Small game were hunted with the use of curved throwing sticks, nets, slings, or traps. Bows and arrows were used for hunting larger game. Dugout canoes, basketry fish traps, and shell hooks were used for near-shore ocean fishing. Coiled and twined baskets were made for food gathering, preparation, storing, and serving. Other items used for food processing included large shallow trays for winnowing chaff from grain, ceramic and basketry storage containers, manos and metates for grinding seeds, and ceramic jars for cooking.

Houses were brush-thatched, conical structures, partially subterranean and held up-right by a series of main support and numerous lighter poles. Personal ornaments were made from "bone, clay, stone, shell, bear claws, glass, deer hooves," abalone shell, deerskin, otter skin, and rabbit skin. These materials were used to create nose ornaments, cloaks, moccasins, Yucca fiber sandals and beads, among others.

Ethnographic descriptions of the Juaneño are often given in terms of their neighbors to the south, the Luiseño, but also point to a separate ethnic identity. Perhaps the most important account of Juaneño culture are the observations made by Gerónimo Boscana, friar at Mission San Juan Capistrano from 1812 to 1826.

Juaneño settlement and subsistence systems may extend back in time to the beginning of the Angeles IV Phase about 1,250 BP when Takic speakers moved south beyond Aliso Creek. The Juaneño were semi-sedentary hunters and gatherers. One of the most important food resources for inland groups were acorns gathered from oak groves in canyons, drainages, and foothills. Acorns were ground into flour using mortars

and pestles. Seeds from sage and grasses, goosefoot, and California buckwheat were collected and ground into meal with manos and metates. Protein was supplied through the meat of deer, rabbits, and other animals hunted with bow and arrow or trapped using snares, nets, and deadfalls. Coastal dwellers collected shellfish and used carved shell hooks for fishing in bay/estuary, nearshore, and kelp bed zones. Dried fish and shellfish were probably traded for inland products such as acorns and venison.

The Juaneño lived in villages of up to 250 people located near permanent water and a variety of food sources. Each village was typically located at the center of an established territory from which resources for the group were gathered. Small groups left the village for short periods of time to hunt, fish, and gather plant foods. While away from the village, they established temporary camps and created locations where food and other materials were processed. Archaeologically, such locations are evidenced by manos and metates for seed grinding, bedrock mortars for acorn processing, and lithic scatters indicating manufacturing or maintenance of stone tools (usually made of chert) used in hunting or butchering. Overnight stays in field camps are evidenced by fire-affected rock used in hearths.

Mission San Luis Rey

After the San Luis Rey Mission was established in 1798 on the lower San Luis Rey River, most Luiseño were converted and taken to the mission. Poor living conditions at the missions and introduced European diseases led to a rapid decline of the Luiseño population. Following closure of the missions by the Mexican government, Luiseño dispersed throughout Southern California. Some worked on the Mexican ranchos, others moved to newly founded towns established for them, some sought refuge among inland groups, and a few managed to acquire land grants. Later, many moved to or were forced onto reservations established by the U.S. government. Although many of their cultural traditions had been suppressed during the Mission Period, the Luiseño were successful at retaining their language and certain rituals and ceremonies. Starting in the 1970s, there was a revival of interest in the Luiseño language and culture. Today, the Luiseño consist of seven bands and work for "civil rights, cultural preservation and language revitalization" (ECORP 2023).

AB 52 Consultation

On September 15, 2023, the City notified four tribes, pursuant to AB 52, that have requested to be notified of all projects within the tribe's area of traditional and cultural affiliation—Morongo Band of Mission Indians, Pechanga Band of Mission Indians, Rincon Band of Luiseno Indians, and Soboba Band of Mission Indians. Responses were received from the Pechanga Band of Mission Indians on September 29, 2023; Soboba Band of Luiseno Indians on October 12, 2023; and Morongo Band of Mission Indians on October 19, 2023, December 20, 2023, and February 7, 2024.

The City consulted with the Soboba Band of Luiseno Indians on October 16, 2023, the Pechanga Band of Mission Indians on November 16, 2023, and the Morongo Band of Mission Indians on February 21, 2024.

SB 18 Consultation

The City requested a local government tribal consultation list from the NAHC on September 12, 2023. The NAHC indicated that the result of the Sacred Lands File search was positive. On November 7, 2023, the City

reached out to 23 tribes and tribal contacts, provided by the NAHC, as part of the SB 18 consultation process. The City has not received any responses from the 23 tribes and tribal contacts.

5.18.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

TCR-1 Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

5.18.3 Proposed General Plan Goals and Policies

Land Use Element

GOAL LU 1 Administration: The General Plan is utilized as the guiding planning document for the City and as the basis for regional collaboration.

- **Policy LU-1.: Regional Planning Efforts.** Wildomar shall participate in regional efforts to address issues of mobility, transportation, traffic congestion, economic development, air and water quality, and watershed and habitat management with Riverside County, neighboring cities, local and regional agencies, stakeholders, and tribal governments.

- **Policy LU-1.3 Development Clustering and Density Transfers.** Allow development clustering and/or density transfers to preserve open space, natural resources, cultural and/or biologically sensitive resources.

GOAL LU 13 Open Spaces: Open space lands are preserved as natural resources, utilized to buffer land uses and enhance community aesthetics, and protected from adverse impacts of new development.

- **Policy LU-13.1 Preservation of Open Space Lands.** Provide for permanent preservation of open space lands that contain important natural resources, hazards, water features, watercourses, and scenic and recreational value.

Open Space and Conservation Element

GOAL OS 1: Biological resources are protected from development, conserved, restored, and enhanced.

- **Policy OS-1.4 Rewilding and Habitat Restoration.** Pursue opportunities for rewilding and restoring critical habitats for sensitive species that include, but are not limited to the following: preserving, enhancing, restoring, and expanding an integrated network of open space to support beneficial uses, such as habitat, recreation, natural resources, historic and tribal resources, water management, and aesthetics.

GOAL OS 4: Cultural and historical resources that are protected, enhanced, and restored for the education, appreciation, and enjoyment of future generations.

- **Policy OS-4.2 Tribal Consultation.** Consult Native American tribes as part of the SB 18 and AB 52 regulations on projects that could potentially have an impact on archaeological sites and other culturally significant properties. Ensure that any inadvertent discoveries of Native American cultural resources are treated with appropriate dignity.

- **Policy OS-4.3 Paleontological and Archaeological Resources.** Require new development to avoid if possible and to minimize impacts to paleontological and archaeological resources in accordance with the requirements of CEQA.

5.18.4 Environmental Impacts

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.18-1:	Implementation of the proposed project could cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources or a local register of historical resources, as defined in Public Resources Code Section 5020.1(k), or determined to be significant pursuant to the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. [Threshold TCR-1]

Conducting consultation early in the CEQA process allows tribal governments, public lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process.

Tribal cultural resources may be found throughout the City, but information about them is much more difficult to obtain than for most archaeological resources. Currently, there is no database of such resources, and most cannot be identified by surveying the land. Identification of tribal cultural resources requires coordination with Native American tribes, and their precise location is often difficult to determine because they may only be documented through the oral history of the tribe.

In accordance with AB 52, the City notified four local tribes about the proposed project on September 15, 2023, to determine the potential for tribal cultural resources within the City and to determine if local

knowledge of tribal cultural resources is available about the City and surrounding areas. The City's standard cultural/tribal cultural mitigation measures were sent to all tribes.

The City consulted with the Soboba Band of Mission Indians on October 16, 2023; the tribe requested a copy of the cultural resources existing conditions report and indicated that they may be revising the City's standard mitigation measures. The City consulted with the Pechanga Band of Mission Indians on November 16, 2023; the tribe was provided with a copy of the cultural resources existing conditions report. The City followed up with the Soboba tribe via email on November 13, 2023, and January 4, 2024; the City also followed up with the Pechanga tribe via email on January 4, 2024. At the time this DEIR was published, responses from the Soboba and Pechanga tribes to the City's follow-up emails have not been received. The City consulted with the Morongo Band of Mission Indians on February 21, 2024; the tribe was provided with a copy of the cultural resources existing conditions report. The tribe indicated that if Native American human remains are discovered, no photographs of the remains should be taken unless absolutely necessary, out of respect for the tribal descendants and to ensure the location of the remains are kept confidential. Should any tribal resources be discovered during ground-disturbing activities, coordination with the NAHC, project archaeologist, and tribal monitors would ensure tribal resources, including human remains, are treated with respect and in a culturally appropriate manner (see Mitigation Measure TCR-2). The four local tribes are on the City's distribution list for all projects, including the proposed project; the tribes will be notified when this DEIR has been released and will have the opportunity to review and/or comment on the DEIR.

The City also requested a local government tribal consultation list from the NAHC on September 12, 2023. The tribal consultation list was requested in accordance with SB 18 requirements for a general plan. The NAHC responded on November 3, 2023, and provided a list of tribes for the City to contact regarding potential consultation. The NAHC also indicated that the Sacred Lands File search was positive. The City sent initial notification letters to 23 Native American tribes and tribal contacts on November 7, 2023. The City has not received responses from any of the 23 Native American tribes and tribal contacts.

All development projects that are subject to CEQA review in the City would be required to implement the City's standard tribal mitigation measures (Mitigation Measures CUL-2, TCR-1 through TCR-8), as well as consult with Native American tribes either pursuant to AB 52 and/or SB 18. For project sites that are in areas with a high sensitivity for tribal cultural resources, future project applicants would be required to submit a map to the City of Wildomar Community Development Department identifying potential reburial locations on the project site that would not be subject to future development, paving, flooding, or erosion. The map would be kept confidential (see Mitigation Measure TCR-7) and would only be shared with the tribes for approval. Pursuant to California Government Code Section 6524 (r), records of Native American graves, cemeteries, sacred places, features, and objects are required to be confidential.

Additionally, the Proposed General Plan includes policies that would reduce impacts to tribal cultural resources, such as Policy LU-1.3, which calls for clustering of development to preserve culturally sensitive resources, Policy OS-4.2, which requires consultation with tribes pursuant to AB 52 and SB 18 for projects that could potentially impact tribal resources and the treatment of resources with appropriate dignity, and Policy OS-4.3, which requires new development to avoid and minimize impacts to archaeological resources.

Therefore, implementation of the Proposed General Plan policies, mitigation measures, and compliance with state and federal regulations would reduce impacts to less than significant with mitigation incorporated.

Level of Significance Before Mitigation: Impact 5.18-1 would be potentially significant.

Mitigation Measures

See Mitigation Measure CUL-2.

TCR-1 **Inadvertent Archeological Find.** If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Cultural resources are defined as being multiple artifacts in close association with each other, but also include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the lead agency and Native American Tribe(s) that elected to consult under AB 52 ("Consulting Tribe(s)").

a. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the Community Development Director to discuss the significance of the find.
b. At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s), developer, and the archaeologist, a decision shall be made, with the concurrence of the Community Development Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.
c. Grading or further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed.
d. Treatment and avoidance of the newly discovered resources shall be consistent with the Treatment and Monitoring Agreements entered into with the Consulting Tribe(s) and the applicant. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Mitigation Measures TCR-2 and TCR-7.
e. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan (see Mitigation Measure TCR-6) shall be prepared by the project archeologist, in consultation with the Consulting Tribe(s), and shall be submitted to the City for their review and approval prior to implementation of the said plan.
f. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and tribal cultural resources. If the landowner and the Consulting Tribe(s) cannot agree on the significance or the mitigation for the

archaeological or tribal cultural resources, these issues will be presented to the Community Development Director for decision. The City's Community Development Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological and tribal cultural resources, recommendations of the project archeologist, and shall take into account the cultural and religious principles and practices of the Consulting Tribe(s). Notwithstanding any other rights available under the law, the decision of the City Community Development Director shall be appealable to the City Planning Commission and/or City Council.

TCR-2 **Cultural Resources Disposition.** In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:

a. One or more of the following treatments, in order of preference, as numbered below, shall be employed with the Consulting Tribe(s). Evidence of such shall be provided to the City of Wildomar Community Development Department:

   i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.

   ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report (see Mitigation Measure TCR-6). The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.

   iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees by the Applicant necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods, and Native American human remains, as defined by the cultural and religious practices of the Most Likely Descendant. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.

TCR-3 **Archaeologist Retained.** Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified Registered Professional Archaeologist (RPA), to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources.

The Registered Professional Archaeologist and the Tribal monitor(s) required by Mitigation Measures TCR-4 and TCR-5 shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Registered Professional Archaeologist and the Tribal monitor(s), shall independently have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors.

The developer/permit holder shall submit a fully executed copy of the contract to the Community Development Department to ensure compliance with this condition of approval. Upon verification, the Community Development Department shall clear this condition.

In addition, the Registered Professional Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) pursuant to the definition in AB 52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal. Pub. Res. Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:

a. Project grading and development scheduling;

b. The Project archaeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis;

c. The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

TCR-4 **Native American Monitoring (Pechanga).** Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Pechanga Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Community Development Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

TCR-5 **Native American Monitoring (Soboba).** Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Soboba Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Community Development Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

TCR-6 **Archeology Report - Phase III and IV.** Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Community Development Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).

TCR-7 **Non-Disclosure of Reburial Locations**. It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code Section 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial.

TCR-8 **No-Build Easement or Similar Instrument.** In the event that Native American artifacts are found and buried within the project vicinity, a no-build easement, or similar legal instrument, shall be used to preclude future development from taking place on the reburial site(s).

Level of Significance After Mitigation: Impact 5.18-1 would be less than significant.

5.18.5 Cumulative Impacts

As with the proposed project and future development in the City, each related cumulative project would be required to comply with AB 52 and PRC Section 21083.2(i), which addresses accidental discoveries of archaeological sites and resources, including tribal cultural resources. The City's standard mitigation measures and the policies from the Proposed General Plan would apply to both the proposed project and project-specific CEQA review for future development in the City. Therefore, any discoveries of tribal cultural resources from the proposed project or elated projects would be mitigated to a less-than-significant-impact. Therefore, project impacts would not be cumulatively considerable.

5.18.6 Level of Significance Before Mitigation

Without mitigation, the following impacts would be **potentially significant:**

- **Impact 5.18-1** The proposed project could impact tribal cultural resources.

5.18.7 Mitigation Measures

Impact 5.18-1

See Mitigation Measure CUL-2.

TCR-1 **Inadvertent Archeological Find.** If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Cultural resources are defined as being multiple artifacts in close association with each other, but also include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the lead agency and Native American Tribe(s) that elected to consult under AB 52 ("Consulting Tribe(s)").

a. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the Community Development Director to discuss the significance of the find.
b. At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s), developer, and the archaeologist, a decision shall be made, with the concurrence of the Community Development Director, as to the

appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.

c. Grading or further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed.

d. Treatment and avoidance of the newly discovered resources shall be consistent with the Treatment and Monitoring Agreements entered into with the Consulting Tribe(s) and the applicant. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Mitigation Measures TCR-2 and TCR-7.

e. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan (see Mitigation Measure TCR-6) shall be prepared by the project archeologist, in consultation with the Consulting Tribe(s), and shall be submitted to the City for their review and approval prior to implementation of the said plan.

f. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and tribal cultural resources. If the landowner and the Consulting Tribe(s) cannot agree on the significance or the mitigation for the archaeological or tribal cultural resources, these issues will be presented to the Community Development Director for decision. The City's Community Development Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological and tribal cultural resources, recommendations of the project archeologist, and shall take into account the cultural and religious principles and practices of the Consulting Tribe(s). Notwithstanding any other rights available under the law, the decision of the City Community Development Director shall be appealable to the City Planning Commission and/or City Council.

TCR-2 **Cultural Resources Disposition.** In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:

a. One or more of the following treatments, in order of preference, as numbered below, shall be employed with the Consulting Tribe(s). Evidence of such shall be provided to the City of Wildomar Community Development Department:

   i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.

   ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all

legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report (see Mitigation Measure TCR-6). The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.

iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees by the Applicant necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods, and Native American human remains, as defined by the cultural and religious practices of the Most Likely Descendant. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.

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has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal. Pub. Res. Code Section 21080.3.2(b)(1) of AB 52. Details in the Plan shall include:

a. Project grading and development scheduling;

b. The Project archaeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis;

c. The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

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have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

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TCR-8 **No-Build Easement or Similar Instrument.** In the event that Native American artifacts are found and buried within the project vicinity, a no-build easement, or similar legal instrument, shall be used to preclude future development from taking place on the reburial site(s).

5.18.8 Level of Significance After Mitigation

Mitigation Measure CUL-2, which requires compliance with State Health and Safety Code Section 7050.5 and Public Resource Code Section 5097.98(b); and Mitigation Measures TCR-1 through TCR-8, which outline procedures and requirements for the inadvertent discovery of archaeological resources, cultural resources disposition, retaining an archeologist, retaining Native American monitors from the Pechanga and Soboba tribes, preparation of archaeology Phase III and Phase IV reports, non-disclosure of reburial sites for inadvertent discoveries, and implementing no-build easements for reburial sites, would reduce impacts to less than significant.

5.18.9 References

ECORP Consulting, Inc. (ECORP). 2023, October 27. Cultural Resources Assessment for City of Wildomar General Plan Update, Riverside County, California. Appendix 5.5-1.

5.19 UTILITIES AND SERVICE SYSTEMS

This section of the DEIR addresses the potential for implementation of the Proposed City of Wildomar General Plan (Proposed General Plan) to impact utilities and service systems in the City of Wildomar compared to existing conditions. Utilities and service systems include water supply and distribution systems; wastewater (sewage) conveyance and treatment; storm drainage systems; solid waste collection and disposal services; and other energy-related public utilities. Impacts to hydrology (*e.g.,* flooding) and water quality are provided in Section 5.10, *Hydrology and Water Quality,* of this DEIR. Cumulative impacts are based on the service areas of the water and wastewater providers, the Santa Ana River and Santa Margarita River watersheds for stormwater impacts, and the service area of El Sobrante Landfill for solid waste impacts.

FOCAL POINT

Future development projects within the City under the Proposed General Plan would create additional demand for water, electricity, and telecommunications and would generate additional wastewater, solid waste and stormwater runoff. However, the service providers are projecting their existing infrastructure, through compliance with federal, State, and local regulations, would meet future growth for the City and for the surrounding areas. In addition, the Proposed General Plan includes policies related to land use, water quality, water conservation, utility coordination, energy efficiency, and renewable energy generation that would contribute to minimizing impacts to utilities and service systems. Impacts to utilities and service systems with implementation of the Proposed General Plan policies would be less than significant.

5.19.1 Wastewater Treatment and Collection

5.19.1.1 ENVIRONMENTAL SETTING

Regulatory Framework

Federal Regulations

Clean Water Act

The Clean Water Act (CWA) regulates the discharge of pollutants into watersheds throughout the nation. Under the CWA, the United States Environmental Protection Agency (EPA) implements pollution control programs, sets wastewater standards, and makes it unlawful to discharge pollutants from a point source into any navigable waters without obtaining a permit. Point sources include any conveyances, such as pipes and man-made drainage channels, from which pollutants may be discharged.

National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) permit program was established in the CWA to regulate municipal and industrial discharges to surface waters of the United States. Federal NPDES permit regulations have been established for broad categories of discharges, including point-source municipal waste discharges and nonpoint-source stormwater runoff. NPDES permits generally identify effluent and receiving water limits on allowable concentrations and/or mass emissions of pollutants contained in the discharge; set prohibitions on discharges not specifically allowed under the permit; and establish provisions that describe

required actions by the discharger, including industrial pretreatment, pollution prevention, self-monitoring, and other activities. Wastewater discharge is regulated under the NPDES permit program for direct discharges into receiving waters and by the National Pretreatment Program for indirect discharges to a sewage treatment plant.

State Regulations

State Water Resources Control Board: Statewide General Waste Discharge Requirements

On May 2, 2006, the SWRCB adopted a General Waste Discharge Requirement (Order No. 2006-0003) and a monitoring and reporting program (Order No. WQ-2013-0058-EXEC) for all publicly owned sanitary sewer collection systems in California with more than one mile of sewer pipes. The order provides a consistent statewide approach to reducing sanitary sewer overflows (SSOs) by requiring public sewer system operators to take all feasible steps to control the volume of waste discharged into the system, to prevent sanitary sewer waste from entering the storm sewer system, and to develop a Sewer System Management Plan (SSMP). The General Waste Discharge Requirement also requires that SSOs be reported to the SWRCB using an online reporting system. The SWRCB has delegated authority to the nine Regional Water Quality Control Boards (RWQCBs) to enforce these requirements within their regions.

The SSMP evaluates existing sewer collection systems and provides a framework for minimizing the frequency and impact of SSOs. The SSMP includes an overflow emergency response plan; a fats, oil, and grease control program; scheduled inspections and condition assessment; design and construction standards; capacity assessment and management; and a monitoring program.

Assembly Bill 885 (AB 885)

The SWRCB implements regulations to reduce the impact of wastewater sources on groundwater quality in accordance with state law (AB 885) through its water quality control policy for siting, design, operation, and maintenance of onsite wastewater treatment systems (OWTS) (septic systems) (Resolution No. 2012-0032). This policy establishes a statewide, risk-based, tiered approach for the regulation and management of OWTS installations and replacements that have affected, or will affect, groundwater or surface water to a degree that makes it unfit for drinking water or other uses or cause a health or public nuisance condition. RWQCBs incorporated the standards established in the OWTS policy or standards that are more protective of the environment and public health into their water quality control plans. Implementation is overseen by the state and regional water quality boards and local agencies (*e.g.*, county and city departments and independent districts).

Regional Regulations

Regional Water Quality Control Board

The City of Wildomar is split between two RWQCBs: the Santa Ana RWQCB (Region 8) and the San Diego RWQCB (Region 9). Each RWQCB issues and enforces NPDES permits within the area of its jurisdiction within the City, which includes permits for wastewater treatment plants, water reclamation facilities, and industrial waste discharges. NPDES permits allow the RWQCB to regulate where and how waste is disposed, including the discharge volume and effluent limits of waste and the monitoring and reporting responsibilities

of the discharger. The RWQCBs are also charged with conducting inspections of permitted discharges and monitoring permit compliance.

There are four water reclamation facilities which serve the City of Wildomar. The NDPES permits and waste discharge requirements for these facilities are described in Section 5.19.1.2, *Existing Conditions*.

Riverside County Department of Environmental Health: Local Agency Management Plan

Riverside County Department of Environmental Health (DEH) adopted a Local Agency Management Program (LAMP) to comply with the State's OWTS policy (RDEH 2022). The LAMP provides minimum standards and requirements for the treatment and disposal of sewage using on-site septic systems when no connection to a sewer is available. The LAMP allows for OWTS within the County while providing standards that protect water quality and public health. The LAMP is enforced through Riverside County Ordinance 650, which regulates sewage discharges.

Requirements for new development include siting standards for OWTS near drinking water wells, impaired waterways, sources of groundwater, and other specific land uses. Regulations include minimum lot size, residential density, minimum setback requirements, natural ground slope and percolation, OWTS design specifications, and other criteria. Oversight of OWTS plan review, plan check, and installation are provided by the DEH (RDEH 2022). DEH is responsible for issuing permits for conventional and alternative treatment systems; reviewing percolation reports and alternative treatment proposals for new and replacement systems in high-risk residential areas and commercial projects; and complying with LAMP reporting requirements. Applicants for installation of a new OWTS within the City of Wildomar or Riverside County must comply with the guidelines provided in the DEH's Local Agency Management Program for Onsite Wastewater Treatment Systems (RDEH 2022).

Local Regulations

Elsinore Valley Municipal Water District Sewer System Master Plan

The Elsinore Valley Municipal Water District (EVMWD) is currently in the process of updating the Sewer System Master Plan (Sewer Master Plan). It will consist of updated wastewater generation factors and an updated assessment of current and future wastewater collection needs. The revised Sewer Master Plan will address system deficiencies and facility requirements to meet rising demands over a 25-year time period. The report will also provide details for a Capital Improvement Program (CIP), including prioritization of projects and construction cost estimates. The overall objective of the Sewer Master Plan is to provide cost-effective and fiscally responsible sewer collection services that meet the capacity and reliability requirements of its current and future customers. The revised Sewer Master Plan will supersede and replace the 2016 Sewer Master Plan and will be completed by the summer of 2024.

EVMWD Sewer System Management Plan

The SSMP was prepared by EVMWD in order to comply with SWRCB Order No. 2006-0003, adopted May 2, 2006 (EVMWD 2022). This document was created to properly manage, operate and maintain all areas of the sanitary sewer system in order to reduce and prevent SSOs to the extent possible, as well as mitigate any SSOs that do occur (EVMWD 2022). The SSMP describes how the sanitary sewer system is operated and maintained,

efforts to minimize infiltration and inflow, design and performance standards, overflow emergency response plan, a fats, oil and grease control program, and monitoring and audit requirements. As required by law, the SSMP must be updated every five years and must be developed in compliance with the requirements of the SWRCB Waste Discharge Requirements Order No. 2006-003-DWQ, Amended Monitoring and Reporting Program Order No. WQ 2008-002-EXEC, and Order No. WQ 2013-0058-EXEC.

EVMWD Recycled Water System Master Plan

The City's recycled water is supplied as part of the three-agency agreement between EVMWD, Eastern Municipal Water District (EMWD) and Rancho California Water District. The Wildomar services area receives an average flow of 0.8 million gallons of recycled water per day (mgd), with a peak supply of 1.54 mgd (EVMWD 2016a). The four water reclamation facilities which provide wastewater treatment for the City of Wildomar and the EVMWD service area also provide recycled water to four areas: Wildomar service area, Railroad Canyon service area, Horsethief service area, and Regional service area. The Recycled Water System Master Plan (Recycled Water Plan) gives an overview of each water service area and evaluates the available recycled water supply for each area. The Recycled Water Plan also includes recommended capital improvement projects that would allow the EVMWD to expand the existing recycled water system and provide the facilities necessary to meet future recycled water demands (EVMWD 2016a).

EVMWD Design Standards

EVMWD provides standards for the design, materials, and construction procedures for improvements to the potable water, recycled water, and sewerage systems of EVMWD (EVMWD 2024a). These standards apply to all work performed by developers, engineers, contractors, and individuals within EVMWD's service area. The EVMWD Design Standards document includes construction plan requirements, plan review, compliance with laws and regulations, and standard drawings for the design of sewer facilities and recycled water facilities.

City of Wildomar Municipal Code

The City of Wildomar Municipal Code includes various directives that pertain to wastewater. The Municipal Code is organized by title, chapter, and section. Most provisions are found in Title 8, Health and Safety, and Title 13, Public Services.

- **Chapter 8.96, Sewage Discharges,** provides the requirements for OWTS (septic system) installation, construction, or alteration, soil percolation tests, and groundwater evaluation report and requires coordination of applications with the RDEH. Section 8.98.030 provides the general requirements for construction, sizing, and installation and in some areas of the City, the requirement to obtain a construction permit. Section 8.96.080 provides the annual operating permit fees.

- **Chapter 8.68, Liquid Wastes and Animal By-Products,** requires that persons or businesses engaged in the cleaning of portable toilets, septic tanks, sewage seepage pits, or grease traps, or engaged in the transportation of waste from these cleanings, must have a valid permit issued by the health officer.

- **Chapter 13.04, Sewer System Service,** ensures maximum beneficial public use of the City service area facilities through adequate regulation of sewer construction, sewer use and industrial wastewater discharges

and to provide for equitable distribution of the costs. Accordingly, no person, other than employees of the City or persons contracting to do work with the City, shall construct or alter any public sewer, lateral sewer, house connection or industrial sewer, pumping facility or other sewerage facility within the City where existing or proposed wastewater flows will discharge to the sewer system without obtaining approval of construction plans from the Department of Building and Safety.

- **Chapter 16.36, Dry Sewers,** provides general requirements for the installation of dry sewer systems in areas with marginal soils and if connection to wet sewerage system is not available.

EVMWD Ordinance No. 279

Adopted by the Board of Directors of EVMWD in 2023, this ordinance provides regulations that apply to EVMWD's wastewater collection, treatment systems and the environment from waste discharges by users with the potential to detrimentally impact the beneficial use of recycled water and municipal sludge. The purpose of this ordinance is to provide the conditions and limitations on the use of EVMWD's sewer system, and to establish specific enforcement provisions to resolve noncompliance (EVMWD 2023a).

5.19.1.2 EXISTING CONDITIONS

Wastewater Collection

The EVMWD provides wastewater collection service for the City of Wildomar, the cities of Canyon Lake and Lake Elsinore, portions of the City of Murrieta, and unincorporated portions of Riverside County. The wastewater collection system consists primarily of polyvinyl chloride and vitrified clay pipe, with the majority of the piping installed in the last 25 years. The collection system consists mainly of gravity pipes and force mains ranging from 4 to 54 inches in diameter. The "backbone" of the system consists of trunk sewers, generally 10 inches in diameter and larger, that convey the collected wastewater to the Water Reclamation Facilities (WRF) described below. The existing EVMWD wastewater collection system consists of over 406 miles of pipes (force mains and gravity), 38 active lift stations, and 3 WRFs (EVMWD 2016b).

Most of the wastewater collected within the City of Wildomar is in EVMWD's Regional Collection System and is conveyed to the EVMWD's Regional WRF. The southernmost part of Wildomar is within the EVMWD's Southern Collection System, and the wastewater is conveyed to Rancho California Water District's (RCWD) wastewater collection system, where it is treated at RCWD's Santa Rosa WRF.

In addition, the Farm Mutual Water Company provides sewer collection services for the Farm community in Wildomar, which is located in the northeastern portion of the City. The collected sewage is treated on-site and sprayed onto vacant land off of Bundy Canyon Drive although there are plans to eliminate this disposal method.

However, large portions of the rural and mountainous areas of Wildomar east of I-15 rely on septic systems for wastewater treatment because there is no nearby regional wastewater collection service available. Sedco Hills, an area in the northern portion of Wildomar, is in the process of converting residential septic systems to the EVMWD sewer collection system over a period of 48 months at no cost to the residents (EVMWD 2023c).

Wastewater Treatment

EVMWD currently operates three wastewater reclamation facilities: the Regional WRF, Horsethief Canyon WRF, and Railroad Canyon WRF. In addition, wastewater flow in the southern part of EVMWD's service area is treated at the Santa Rosa WRF operated by RCWD. These four reclamation facilities serve four major service areas within the EVMWD's wastewater collection system. Effluent from all of these WRFs meets Drinking Water Title 22 standards and, therefore can be used for nonpotable water supply to EVMWD's recycled water system. Only two of the four WRFs provide wastewater treatment for the Wildomar service area, and are described below:

- The **Regional WRF** was constructed in 1986 with a capacity of 2 mgd. Several expansions and improvements were completed over the years, and currently the plant has an average flow capacity of 8 mgd and a peak flow capacity of 17.6 mgd and treats flows using an extended aeration process (EVMWD 2016b). The majority of the City of Wildomar is within the Regional WRF service area. EVMWD anticipates upgrading the average flow capacity to 12 mgd with the additional process train by 2026 (EVMWD 2023b). The Santa Ana RWQCB issued a NPDES permit (CA8000027) for the Regional WRF last amended in 2019 (Order No. R2-2019-0054).

- The **Santa Rosa WRF** is in the City of Murrieta, southeast of Wildomar. EVMWD conveys sewer discharges for a portion of Wildomar south of Clinton Keith Road to five metering manholes within the Rancho California Water District (RCWD) wastewater collection system before these flows are conveyed to the Santa Rosa WRF, which is owned and operated by RCWD. The Santa Rosa WRF has an average design flow of 5 mgd and receives approximately 0.8 mgd of wastewater from the EVMWD service area (EVMWD 2016a). The San Diego RWQCB issued waste discharge requirement 94-92 for the Santa Rosa WRF in 1994.

5.19.1.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

U-1 Require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects.

U-3 Result in a determination by the waste water 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.

5.19.1.4 PROPOSED GENERAL PLAN GOALS AND POLICIES

Land Use Element

GOAL LU 2 Development Capacity: Responsible growth through well-planned development provides for the needs of Wildomar's residents and businesses, makes efficient use of land and infrastructure, protects

important environmental resources, promotes the health of the community, and maintains the unique character distinguishing the City as a special place in the region.

- **Policy LU-2.1 Adequate Service Provision for New Development.** Coordinate with local agencies, service providers and utilities to ensure adequate service provision for new development.

GOAL LU 3 Focus Areas: Unique areas of the City are enhanced to meet residents' needs.

- **Policy LU-3.1 Cottonwood Canyon.** Encourage lot mergers consistent with the land use and zoning designations for this area to establish developable lots that meet minimum thresholds for health and safety of onsite water treatment or require new development to provide for the extension or development of full public sewerage and water services.

- **Policy LU-3.2 Sedco.** Work with utility providers to improve infrastructure in the Sedco area and explore opportunities to expand the provision of public services. Explore opportunities to ensure current residents, including renters, benefit from investments in infrastructure improvements.

GOAL LU 12 Public Facilities: Governmental, utility, institutional, educational, recreational, cultural, religious, and social facilities and services are located and designed to complement Wildomar's neighborhoods, centers, and corridors.

- **Policy LU-12.4 Maintenance and Enhancement**. Coordinate, partner with, and encourage school and utility districts and other government and independent agencies that may be exempt from City land use control to plan and improve their properties and design improvements to achieve a high level of visual and architectural quality that maintains the character of the neighborhood or district in which they are located.

- **Policy LU-12.6 Equitable Access.** Support equitable access to a full complement of critical infrastructure and utilities for all residents and businesses.

Circulation Element

GOAL CI 8: A robust network of infrastructure and utility systems supports the City's growth.

- **Policy CI-8.1 Collaborate with Utilities and Service Providers.** Work with utilities and service providers for water, wastewater, energy, and solid waste, including, but not limited to, Elsinore Valley Municipal Water District (EVMWD), CR&R, Southern California Edison (SCE) and SoCalGas, to ensure that services and facilities meet resident needs reliably and support the City's growth.

5.19.1.5 ENVIRONMENTAL IMPACTS

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.19-1:	The proposed project would not require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects. [Threshold U-1]

Buildout of the Proposed General Plan would result in an increase in wastewater generation with the addition of 8,992 dwelling units and 2,965,538 square feet of non-residential land use. However, as discussed below, future demands from the increased population and land use changes from implementation of the Proposed General Plan would not exceed the permitted capacity of the EVMWD WRF that serves the City. For areas within the City, wastewater generated by the Proposed General Plan would be collected by the EVMWD sewer system and conveyed to the Regional WRF. In addition, wastewater from the City of Lake Elsinore and other nearby communities are treated at the Regional WRF and served by the EVMWD sewer collection system. A small portion of the southern area of Wildomar is served by the RCWD's Santa Rosa WRF. New residences and construction in areas of Wildomar that are zoned rural mountainous and are far from a connecting sewer collection system would be served by private septic systems and would require permitting by the Riverside County Department of Environmental Health and the City of Wildomar.

An estimate of the amount of additional wastewater generated by the Proposed General Plan was determined, as shown in Table 5.19-1, *Wastewater Demand Increase: Proposed Project*. The wastewater generation factors used in the assessment were provided by EVMWD and are from their revised Sewer Master Plan (which is currently in production). For both residential and nonresidential development, a weighted average wastewater generation factor was determined based on the fraction of each land use to the total buildout. These wastewater generation numbers are conservative because they do not account for the water conservation measures that new construction would be required to implement with compliance to the CALGreen Building Code and the fact that some areas of Wildomar would be on private septic systems and not connected to the wastewater collection system. These wastewater generation numbers are also conservative because the Farm community area of Wildomar has its own sewer collection and treatment system.

Table 5.19-1 Wastewater Demand Increase: Proposed Project

Category	Increase Due to Proposed Project	Wastewater Generation Factor (Weighted Avg)	Wastewater Generation (gallons per day)
Dwelling Units	8,992 du	224 gpd/du [1]	2,014,208
Non-Residential Development	2,965,538 square feet 68 acres	807 gpd/acre [2]	54,940
		Total	2,069,148 2.1 mgd

Notes: gpd – gallons per day; du – dwelling unit; mgd – millions of gallons per day

[1] The residential wastewater generation factor is based on revised factors provided by EVMWD; Single Family Residential 250 gpd/du and Multi-Family Residential 150 gpd/du. Approximately 74 percent of the new dwelling units from the Proposed General Plan are projected to be Single Family Residential. Therefore, the weighted average generation factor for the combination of single and multi-family residential is 0.74*250 + 0.26*150 = 224 gpd/du.

[2] The non-residential wastewater generation factor is based on revised factors provided by EVMWD. A weighted average of wastewater generation factors and the fraction of land use square footages was determined for the following land uses: Commercial, Business Park, Industrial, Public Facility, Open Space, and Mixed Use.

The increase in wastewater demand with buildout of the Proposed General Plan is estimated to be approximately 2.1 mgd. According to the Sewer Master Plan, EVMWD projected 10.8 mgd of wastewater in 2020 for their entire service area (EVMWD 2016b). As the population of Wildomar is approximately 23 percent of the total population of the EVMWD service area, approximately 2.5 mgd of existing wastewater can be attributed to Wildomar (*i.e.,* 23 percent of 10.8 mgd) (EVMWD 2021a). When the 2.1 mgd of wastewater

demand from project buildout is combined with the existing average daily flow of 2.5 mgd for the City, the total amount of wastewater generated by the City in 2045 is estimated to be 4.5 mgd.

The existing average daily flows to the Regional WRF is 6.0 mgd and to the Santa Rosa WRF is 0.8 mgd from EVMWD's service area (EVMWD 2021a). The Regional WRF has a permitted capacity for an average daily flow of 8 mgd but is being upgraded to 12 mgd by 2026, and the Santa Rosa WRF has a permitted capacity of 5 mgd (EVMWD 2023b). Therefore, the residual capacity for the Regional WRF in 2045 would be 6 mgd, which is greater than the additional 2.1 mgd of wastewater that would be generated from buildout of the Proposed General Plan.[1] Additionally, the Santa Rosa WRF currently treats on average 0.8 mgd of wastewater from Wildomar in the southern part of EVMWD's service area, and in total treats an average daily flow of approximately 2.9 mgd for its service area (EVMWD 2016b). Therefore, the Santa Rosa WRF has a residual capacity of 2.1 mgd, which would accommodate any future growth in the southern portion of Wildomar.[2] Lastly, wastewater flows from smaller portions of the EVMWD service area outside of Wildomar would continue to be to its two other WRFs (Horsethief Canyon WRF and Railroad Canyon WRF) and not contribute to the treated capacity for the Regional WRF and Santa Rosa WRF. As the Regional WRF and Santa Rosa WRF each have adequate capacity for future growth in their service areas, the EVMWD and RCWD would be able to accommodate future wastewater flows from Wildomar and the other cities and communities in the area.

EVMWD imposes sewer connection fees on new development to recover a proportionate share of costs for expanding wastewater collection services and upgrades to the WRFs. Implementation of the Proposed General Plan would not require the construction or expansion of the Regional WRF, Santa Rosa WRF or sewer collection system beyond what is already planned or under construction. Adherence to the City's Municipal Code requirements in Chapters 8.96 and 13.04, as well as the Proposed General Plan policies, such as Policy LU-2.1, which would ensure adequate service provision for new development, would reduce wastewater generation rates over time, and therefore impacts associated with the sewer collection and treatment systems would be less than significant.

Level of Significance Before Mitigation: Impact 5.19-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.19-1 would be less than significant.

Impact 5.19-2: The wastewater treatment provider would have adequate capacity to serve the proposed project's projected demand in addition to the provider's existing commitments. [Threshold U-3]

As described in Impact 5.19-1, the Regional WRF, which serves the majority of the City, is currently permitted to treat up to 8 mgd, and upon completion of the expansion project, scheduled for completion in 2026, would

[1] Permitted Capacity minus Average Daily Wastewater Flow = Residual Capacity; 12 mgd – 6 mgd = 6 mgd for Regional WRF.
[2] Permitted Capacity minus Average Daily Wastewater Flow = Residual Capacity; 5 mgd – 2.9 mgd = 2.1 mgd for Santa Rosa WRF.

be able to treat up to 12 mgd. The residual capacity for the Regional WRF at project buildout would be 6.0 mgd (EVMWD 2021a). The increase in wastewater demand from 2020 to 2045 is estimated to be 2.1 mgd, as shown in Table 5.19-1, which would result in an estimated total amount of wastewater discharged from the City of 4.5 mgd in 2045.[3] The Santa Rosa WRF would continue to serve the southern portion of the City, south of Clinton Keith Road, which has an additional average daily capacity of 5 mgd for its entire service area and a residual capacity of approximately 2.1 mgd (EVMWD 2016b). Wildomar currently discharges on average 0.8 mgd to the Santa Rosa WRF.

New development from implementation of the Proposed General Plan would be required to comply with the latest CALGreen and California Plumbing codes and implement active and passive water conservation measures. This would reduce wastewater discharge rates below what was calculated in Table 5.19-1. Furthermore, potential future development pursuant to the Proposed General Plan would undergo City review and be required to comply with the Proposed General Plan policies, such as Policy LU-3.2, which would ensure adequate provision of public services.

With continued compliance with applicable regulations, wastewater generated by the Proposed General Plan would not exceed the capacity of the Regional WRF or Santa Rosa WRF once the expansion project is completed. Also, the Proposed General Plan policies would ensure that potential future development would minimize impacts to wastewater collection and treatment capacity. For example, Policy CI-8.1, ensures sewer services meet resident needs reliably and support the City's growth through collaboration between the City and EVMWD. Therefore, implementation of the Proposed General Plan would not result in a determination by the wastewater treatment providers that there is insufficient capacity to serve the City's future wastewater demands in addition to the demands of existing and future development within the wastewater providers service areas. Therefore, the impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.19-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.19-2 would be less than significant.

5.19.1.6 CUMULATIVE IMPACTS

The area considered for cumulative impacts to wastewater facilities is the EVMWD service area. Cumulative population increases and development within the service area would increase the overall regional demand for wastewater treatment service. The Regional WRF is designed to treat an 8 mgd average flow and 16 mgd peak flow but is expected to expand its treatment capacity to 12 mgd by 2026. Additionally, the Santa Rosa WRF is permitted to treat 5 mgd.

[3] Wastewater Flows from Proposed General Plan Buildout plus Average Daily Flow to WRF = Total Estimated Wastewater Generation; 2.1 mgd + 2.5 mgd = 4.5 mgd (due to rounding).

Wastewater infrastructure would be expanded with the implementation of the Proposed General Plan. Future expansion or upgrades to the wastewater collection system and WRFs are addressed through EVMWD and RCWD's Sewer Master Plans and CIPs, which address deficiencies and constraints identified in the existing system and designed to accommodate future growth. Improvements are funded through EVMWD's sewer connection fees and monthly service charges. Additionally, wastewater from the EVMWD service area that is processed through the Regional WRF and Santa Rosa WRF would meet established standards required by the Santa Ana and San Diego RWQCBs through the NPDES permit process.

Therefore, with continued compliance with applicable regulations, cumulative development would not exceed wastewater collection or treatment capacities. Accordingly, the Proposed General Plan would not result in a cumulatively considerable impact related to wastewater, and cumulative impacts would be less than significant.

5.19.2 Water Supply and Distribution Systems

5.19.2.1 ENVIRONMENTAL SETTING

Regulatory Background

Federal Regulations

Federal Safe Drinking Water Act

The Safe Drinking Water Act, the principal federal law intended to ensure safe drinking water to the public, was enacted in 1974 and has been amended several times since it became law. The Act authorizes the U.S. Environmental Protection Agency (EPA) to set national standards for drinking water, called the National Primary Drinking Water Regulations, to protect against both naturally-occurring and man-made contaminants. These standards set enforceable maximum contaminant levels in drinking water and require all water providers in the United States to treat water to remove contaminants, except for private wells serving fewer than 25 people. In California, the SWRCB conducts most enforcement activities. If a water system does not meet standards, it is the water supplier's responsibility to notify its customers.

America's Water Infrastructure Act of 2018

America's Water Infrastructure Act (AWIA), signed into law on October 23, 2018, authorizes federal funding for water infrastructure projects, expands water storage capabilities, assists local communities in complying with the Safe Drinking Water Act and Clean Water Act, reduces flooding risks for rural, western, and coastal communities, and addresses significant water infrastructure needs in tribal communities (USEPA 2023). Additionally, the AWIA requires that drinking water systems that serve more than 3,300 people develop or update risk assessments and emergency response plans. Risk assessments and emergency response plans must be certified by the EPA within the deadline specified by the AWIA.

State Regulations

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act, which was passed in California in 1969 and amended in 2013, is the basic water quality control law for California. Under this Act, the SWRCB has authority over State water

rights and water quality policy. This Act divided the state into nine regional basins, each under the jurisdiction of an RWQCB to oversee water quality on a day-to-day basis at the local and regional level. RWQCBs engage in a number of water quality functions in their respective regions. RWQCBs regulate all pollutant or nuisance discharges that may affect either surface water or groundwater. Although the City of Wildomar lies within the boundaries of two RWQCBs (Santa Ana RWQCB and San Diego RWQCB), the San Diego RWQCB (Region 9) has primary jurisdiction for monitoring and inspecting drinking water systems and enforcing regulations regarding water quality in Riverside County and the City of Wildomar.

SWRCB Division of Drinking Water

The California Division of Drinking Water regulates public water systems within California; oversees water recycling projects; permits water treatment devices; and supports and promotes water system security. The Division of Financial Assistance provides funding opportunities for drinking water system improvements; provides support for small water systems and for improving technical, managerial, and financial capacity; and certifies drinking water treatment and distribution operators. The Field Operations Branch of the Division of Drinking Water is responsible for the enforcement of the federal and California Safe Drinking Water Acts and the regulatory oversight of approximately 7,500 public water systems to ensure the delivery of safe drinking water to all Californians. In this capacity, Field Operations Branch staff perform field inspections, issue operating permits, review plans and specifications for new facilities, take enforcement actions for noncompliance with laws and regulations, review water quality monitoring results, and support and promote water system security.

Urban Water Management Planning Act (Senate Bills 610 and 221)

The California Urban Water Management Planning Act and Section 10620 of the Water Code require that all urban water suppliers in California that provide water to more than 3,000 customers or supply more than 3,000 acre-feet per year (afy)[4] prepare and adopt an Urban Water Management Plan (UWMP) and update it every five years. The act is intended to support efficient use of urban water supplies. It requires the UWMP to compare water supply and demand over the next 20 years for normal years, single dry years, and multiple dry years and to determine current and potential recycled water uses.

Senate Bill (SB) 610 and SB 221 were enacted to 1) ensure better coordination between local water supply and land use decisions and 2) confirm that there is an adequate water supply for new development. The following projects that are subject to the California Environmental Quality Act (CEQA) are required at a minimum to prepare a Water Supply Assessment (WSA):

- Residential developments consisting of more than 500 dwelling units.
- Shopping centers or business establishments employing more than 1,000 persons or having more than 500,000 square feet of floor space.

[4] One acre-foot is the amount of water required to cover one acre of ground (43,560 square feet) to a depth of one foot.

- Commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.
- Hotel or motel, or both, having more than 500 rooms.
- Industrial, manufacturing, or processing plant or industrial park planned to employ more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
- Mixed-use project that includes one or more of the projects specified above.
- Project that would demand an amount of water equivalent to, or greater than, the amount of water required for 500 dwelling units.

SB 221 requires written verification that there is sufficient water supply available for new residential subdivisions that include over 500 dwelling units. The verification must be provided before commencement of construction for the project.

Mandatory Water Conservation

Following the declaration of a state of emergency on July 15, 2014, due to drought conditions, the SWRCB adopted Resolution No. 2014-0038 for emergency regulation of Statewide water conservation efforts. These regulations, which went into effect on August 1, 2014, were intended to reduce outdoor urban water use and persuade all California households to voluntarily reduce their water consumption by 20 percent. Water companies with 3,000 or more service connections were required to report monthly water consumption to the SWRCB. The SWRCB readopted the regulations several times, most recently requiring local water agencies to implement Level 2 drought contingency plans. In March 2023, Governor Newsom announced the lifting of some of the drought restrictions following a wet winter, including the Level 2 demand reduction actions.

However, there are portions of the water conservation emergency regulations that remain in effect. These include prohibiting the following wasteful water use practices: 1) the application of potable water to outdoor landscapes in a manner that causes excess runoff; 2) the washing of vehicles without an automatic shut-off nozzle; 3) the application of potable water to driveways and sidewalks; 4) the use of potable water in nonrecirculating ornamental fountains; and 5) the application of potable water to outdoor landscapes during and within 48 hours after at least 0.25 inch of rainfall. In addition, watering decorative grass in commercial, industrial, and institutional areas, including common areas of homeowners' associations is currently prohibited but this restriction may be lifted in the future. Urban water suppliers are still required to submit monthly water monitoring reports to the SWRCB.

The Water Conservation Act of 2009 (Senate Bill X7-7)

The Water Conservation Act of 2009, SB X7-7, requires all water suppliers to increase water use efficiency. The legislation sets an overall goal of reducing per capita water use by 20 percent by 2020, with an interim goal of a 10 percent reduction in per capita water use by 2015. Effective in 2016, urban retail water suppliers who do not meet the water conservation requirements established by this bill are not eligible for state water grants or loans. The SB X7-7 requires that urban water retail suppliers determine baseline water use and set reduction

targets according to specified standards. Each water purveyor is required under this regulation to report compliance with the SB X7-7 goals in their current and future UWMPs.

2018 Water Conservation Legislation

In 2018, the California Legislature enacted two policy bills (SB 606 and AB 1668) to establish long-term improvements in water conservation and drought planning to adapt to climate change and longer and more intense droughts in California. The Department of Water Resources and the SWRCB set new standards for indoor water use and are in the process of setting standards for outdoor residential water use; commercial, industrial, and institutional water use for landscape irrigation with dedicated meters, and water loss.:

Urban water suppliers are required to stay within annual water budgets based on their standards for their service areas, and to calculate and report their urban water use objectives in an annual water use report. Based on recent legislation (SB 1157), the California Water Code defines a 55-gallon-per-person daily standard for indoor residential use until 2025, at which time it decreases to 47 gallons, and further decreases to 42 gallons by 2030.

The legislation also includes changes to UWMP preparation requirements. These changes include additional requirements for Water Shortage Contingency Plans (WSCP), expansion of dry year supply reliability assessments to a five-year drought period, establishment of annual drought risk assessment procedures and reporting, and new conservation targets referred to "annual water use objectives," which require retailers to continue to reduce water use beyond the 2020 SB X7-7 targets.

Water Conservation in Landscaping Act of 2006 (AB 1881)

The Water Conservation in Landscaping Act (AB 1881) required the Department of Water Resources (DWR) to update the State of California's Model Water Efficient Landscape Ordinance (MWELO). Under AB 1881, cities and counties are required to adopt the State's MWELO or to adopt a different ordinance that is at least as effective in conserving water as the State's MWELO.

The MWELO was revised in July 2015 via Executive Order B-29-15 to address the ongoing drought and to build resiliency for future droughts. The 2015 revisions to the MWELO increased water efficiency standards for new and retrofitted landscapes through more efficient irrigation systems, greywater usage, and on-site stormwater capture and by limiting the portion of landscapes that can be covered in turf. Each city and county are required to submit annual reports to DWR that document how the agency is achieving compliance with the State MWELO and how many projects were subject to the ordinance during the annual reporting period.

Chapter 17.276, Water-Efficient Landscapes, of the City of Wildomar's Municipal Code adopts an ordinance that incorporates updates consistent with the 2015 State MWELO update.

California Water Code

The California Water Code states that the water resources of the State must be put to beneficial use and that waste or unreasonable use of water should be prevented. The code is divided into several sections that include provisions regarding water quality, formation of irrigation districts and water districts, safe drinking water, and water supply and infrastructure improvements.

California Health and Safety Code

A portion of the State Health and Safety Code is dedicated to water issues, including testing and maintenance of backflow prevention devices, coloring of pipes carrying recycled water, and programs addressing cross-connection control by water users.

California Building Code: CALGreen

The California Building Standards Commission adopted the nation's first green building standards in July 2008, the California Green Building Standards Code, also known as CALGreen. CALGreen applies to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure in California. The code establishes planning and design standards for sustainable site development, including water efficiency and water conservation measures that typically reduce water consumption by 20 percent. CALGreen is updated every three years to allow for consideration and possible incorporation of new low flow plumbing fixtures and water efficient appliances. The mandatory provisions of CALGreen became effective January 1, 2011, and the latest version, the 2022 California Green Building Standards Code, became effective on January 1, 2023. The building efficiency standards are enforced through the local building permit process. The City has regularly adopted each new CALGreen update under the Wildomar Municipal Code, Chapter 15.20, Green Building Code.

California Plumbing Code

The latest version of the California Plumbing Code was issued in 2022 and became effective as of January 1, 2023. The Plumbing Code is updated on a three-year cycle. It specifies technical standards for the design, materials, workmanship, and maintenance of plumbing systems. One of the purposes of the plumbing code is to prevent conflicting plumbing codes within local jurisdictions. Among many topics covered in the code are water fixtures, potable and non-potable water systems, and recycled water systems. The City adopts the California Plumbing Code under Wildomar Municipal Code Chapter 15.32.010, Adoption of Plumbing Code.

Sustainable Groundwater Management Act of 2014

On September 16, 2014, a three-bill legislative package was signed into law collectively known as the Sustainable Groundwater Management Act (SGMA). The Governor's signing message states "a central feature of these bills is the recognition that groundwater management in California is best accomplished locally." Under the roadmap laid out by the legislation, local and regional authorities in medium and high priority groundwater basins must form groundwater sustainability agencies (GSA) that oversee the preparation and implementation of groundwater sustainability plans (GSP).

The City of Wildomar is within two subbasins, the Elsinore Valley Subbasin and the Temecula Valley Subbasin. The Elsinore Valley Subbasin is a medium priority basin and is regulated under SGMA (SGMA 2023). The Temecula Valley Subbasin is designated as a very low priority basin and therefore is not regulated under SGMA (SGMA 2023).

Local Regulations

Elsinore Valley Municipal Water District - Water System Master Plan

EVMWD is currently updating its Water System Master Plan (Water Master Plan) which will include updated water duty factors, an assessment of the current water infrastructure and recommendations for future water system improvements.

The purpose of the Water Master Plan is to evaluate the water supply infrastructure and provide cost-effective and fiscally responsible water services that meet the water quantity, water quality, system pressure, and reliability requirements of its customers. The revised document will evaluate current facility deficiencies and improvements needed over a 25-year planning period. The report will also provide details of a CIP for the water system, including project prioritization and construction cost estimates. The revised Water Master Plan will supersede the current 2016 Water System Master Plan (EVMWD 2016c) and will be completed in the summer of 2024.

EVMWD 2016 Recycled Water System Master Plan

EVMWD's recycled water system is divided into four recycled water service areas: Wildomar service area, Railroad Canyon service area, Horsethief service area, and Regional service area. The plan gives an overview of each service area and evaluates the available recycled water supply for each area. The plan also provides recommended capital improvement projects that would allow the EVMWD to provide the facilities necessary to expand the service areas and meet future recycled water demands (EVMWD 2016a).

The Wildomar service area has a three-agency agreement between EVMWD, EMWD, and RCWD for their recycled water supply. EVMWD is allocated the same amount of recycled water from RCWD as wastewater discharged to the Santa Rosa WRF (EVMWD 2016a). Therefore, the contractual amount of flow available to EVMWD and Wildomar changes each fiscal year based on the average daily wastewater flows to the RCWD system. EVMWD projects to increase its sewer discharge to the Santa Rosa WRF and will therefore increase its recycled water supply from RCWD (EVMWD 2016a).

EVMWD 2020 Urban Water Management Plan

The EVMWD 2020 UWMP describes water demands, water supply sources, and supply reliability for its service area in five-year increments for normal years, single dry years, and multiple dry years. The UWMP also provides water supply contingency planning in case of shortage emergencies, demand management measures to increase water use efficiency, and current and planned water conservation efforts. The UWMP states that there will be sufficient supplies to meet existing and future demands through 2045 for normal years, single-dry years and multiple-dry years. Additional details are provided in the Existing Conditions setting.

The Water Conservation Act of 2009, also known as SBX7-7, requires that urban water suppliers reduce per capita water use by 20 percent by 2020. As reported in the UWMP, EVMWD met this goal in 2020 with a per capita water demand of 129 gallons per capita per day (gpcd) as compared to the target goal of 188.6 gpcd (EVMWD 2021a).

2021 Elsinore Valley Subbasin Groundwater Sustainability Plan

As a requirement of the Sustainable Groundwater Management Act, high and medium priority basins must create and implement groundwater sustainability plans. Because the Elsinore Valley Subbasin is designated as a medium priority basin, a GSP was prepared in 2022 and was approved by the Department of Water Resources in October 2023. The EVMWD is the sole GSA for this basin. The GSP identifies sustainability goals for the groundwater basin as well as projects and management actions to achieve these goals. Some of the specific project management actions for the Elsinore Valley Subbasin include groundwater well replacement managed groundwater pumping with recharge (EVMWD 2021b).

EVMWD 2021 Water Shortage Contingency Plan (WSCP)

EVMWD has prepared a WSCP that would be implemented in the event of water shortages. The WSCP provides the steps and water shortage response actions to be taken during a drought conditions or supply interruptions. The WSCP also describes EVMWD's procedures for conducting an Annual Water Supply and Demand Assessment that is required by the California Water Code and is submitted to DWR on or before July 1 of each year.

EVMWD Design Standards

EVMWD provides standards for the design, materials, and construction procedures for improvements to the potable water, recycled water, and sewerage systems of EVMWD (EVMWD 2017). These standards apply to all work performed by developers, engineers, contractors, and individuals within EVMWD's service area. The document includes construction plan requirements, plan review, compliance with laws and regulations, and standard drawings for the design of potable water and recycled water facilities.

City of Wildomar Municipal Code

The City of Wildomar Municipal Code includes various directives that pertain to water. The Municipal Code is organized by title, chapter, and section. Most provisions are found in Title 13, Public Services, Title 15, Building and Construction, and Title 17, Zoning.

- **Chapter 13.20, Water Wells,** establishes well construction and abandonment standards to protect groundwater resources and provide safe drinking water to the City.
- **Chapter 15.20, Green Building Code,** adopts the 2022 Green Building Code by reference (CALGreen), which includes water efficiency and water conservation measures to reduce water consumption.
- **Chapter 17.276, Water-Efficient Landscapes,** establishes water efficient landscape regulations in the City to ensure that landscapes are planned, designed, installed, maintained, and managed in a manner that uses water efficiently, encourages water conservation, and prevents water waste.

5.19.2.2 EXISTING CONDITIONS

Two water purveyors serve the City of Wildomar—EVMWD and the Farm Mutual Water Company. The primary water purveyor for the City of Wildomar is EVMWD, which provides potable water and recycled water to its customers. EVMWD is also involved in water supply development, water planning, wastewater treatment

and disposal. EVMWD is a Metropolitan Water District of Southern California (MWD) member agency and Western Municipal Water District (WMWD) subagency. EVMWD's service area encompasses approximately 96 square miles in the Elsinore Valley area. Located in southwestern Riverside County and eastern Orange County, EVMWD provides water services to its Elsinore and Temescal Divisions, which are comprised of the cities of Lake Elsinore and Canyon Lake, large portions of Wildomar and Murrieta, and unincorporated portions of Riverside County and Orange County (EVMWD 2021a). The City of Wildomar is within EVMWD's Elsinore Division.

The Farm Mutual Water Company (FMWC) is the other water purveyor that serves the Farm community within the northeastern portion of the City. FMWC's service area is surrounded by the much larger EVMWD service area (EVMWD 2021a). FMWC has 1,220 residential service connections and purchases water from EVMWD. FMWC also extracts groundwater from one municipal well within its service area (SWRCB 2023a). In 2020, FMWC purchased 333 acre-feet of water from EVMWD, but this quantity is expected to increase to 1,464 afy by 2045 with planned development within FMWC's service area (EVMWD 2021a). FMWC has fewer than 3,000 service connections and therefore does not have to prepare a UWMP. On average, EVMWD sells about 1.3 percent of its water to FMWC.

Many of the areas in the southwestern portion of the City and in the central area of the City east of I-15 are zoned rural residential and are not connected to EVMWD's water distribution system. The residences in these areas rely on private groundwater wells for their water supply. There are minor zoning changes under the Proposed General Plan that would convert potions of the rural residential land uses to low density residential. Therefore, areas adjacent to EVMWD's service area may eventually be incorporated into EVMWD's service area and be connected to EVMWD's water distribution network. EVMWD has accounted for the potential increase in water demand in these areas in the 2020 UWMP.

Water Distribution System

The EVMWD water distribution system encompasses 96 square miles and includes Wildomar, Lake Elsinore, Canyon Lake, and portions of Murrieta and unincorporated Riverside County (EVMWD 2016c). The potable water system includes approximately 685 miles of pipelines, ranging from 4 to 42 inches in diameter; 74 storage reservoirs; 49 booster pump stations; and 12 groundwater wells (EVMWD 2016c). The storage reservoirs have a total storage capacity of 93 million gallons. Several reservoirs, groundwater wells, and booster stations are in Wildomar.

Water Supply Sources

EVMWD has three primary sources of potable water supply:

- Local groundwater pumped from District-owned wells. Between 2016 and 2020, groundwater accounted for an average of 22 percent of EVMWD's total supply (EVMWD 2021b).
- Surface water from Canyon Lake Reservoir that is treated at the Canyon Lake Water Treatment Plant. Between 2016 and 2020, surface water accounted for less than 10 percent of the total supply (EVMWD 2021b).

- Imported water purchased from MWD through WMWD, which accounts for the majority of EVMWD's water supply.

EVMWD purchases water from WMWD from two different sources. One source of the water purchased from WMWD is treated at MWD's Skinner Filtration Plant, which blends primarily Colorado River water and a small amount of State Water Project (SWP) Water. The other source of water EVMWD receives from WMWD is imported from the Temescal Valley Pipeline (TVP). The TVP delivers SWP treated at MWD's Mills Filtration Plant (EVMWD 2021a).

In addition, EVMWD has access to several additional water sources through its acquisition of the Temescal Water Company assets in 1989. These consist of groundwater from the Bunker Hill, Rialto-Colton, Riverside North, Bedford, Coldwater, and Lee Lake Basins, and surface water from Temescal Creek and several tributary creeks.

Recycled Water Network

EVMWD has a recycled water network that delivers non-potable recycled water to customers in four different service areas. Three of the service areas are supplied by EVMWD-owned WRFs, and one recycled water service area is supplied from the Santa Rosa WRF owned by RCWD. In the Wildomar service area, there are approximately 9.5 miles of recycled water pipelines, but no recycled water pumps or recycled water reservoirs (EVMWD 2016a). As previously stated, EVMWD is allocated the same amount of recycled water from RCWD as wastewater discharged to the Santa Rosa WRF (EVMWD 2016a). Therefore, the contractual amount of flow available to EVMWD and Wildomar changes each fiscal year based on the average daily wastewater flows to the RCWD system. In 2016, the City received an average flow of 0.8 mgd, with a peak supply of 1.54 mgd (EVMWD 2016a). The City's recycled water is conveyed from the Santa Rosa WRF via the EMWD-owned 48-inch Temecula Valley Recycled Water Pipeline. The largest customer of recycled water in the Wildomar service area is the Summerly Golf Course (EVMWD 2016a).

Water Supply Reliability

Table 5.19-2, *EVMWD Supply and Demand Comparison,* and Table 5.19-3, *EVMWD Multiple Dry Year Supply and Demand Comparison,* show a comparison between supply and demand for years 2025 to 2045 for normal years, single dry year, and multiple dry years. As shown in these tables, there will be a surplus of water available to serve existing and future customers during normal, single-dry years, and multiple-dry years (EVMWD 2021a).

Table 5.19-2 EVMWD Supply and Demand Comparison

	afy				
	2025	2030	2035	2040	2045
Normal Year					
Supply totals	47,218	51,675	53,261	54,298	55,328
Demand totals	38,932	41,994	45,313	48,085	50,967
Difference	8,286	9,681	7,948	6,213	4,361
Single Dry Year					
Supply totals	44,896	49,353	50,939	51,976	53,006
Demand totals	38,932	41,994	45,313	48,085	50,967
Difference	5,964	7,359	5,626	3,891	2,039

Source: EVMWD 2021a, 2020 Urban Water Management Plan, Tables 7-4 and 7-6.
afy = acre-feet per year

Table 5.19-3 EVMWD Multiple Dry Year Supply and Demand Comparison

		afy				
		2025	2030	2035	2040	2045
First Year	Supply totals	44,896	49,353	50,939	51,976	53,006
	Demand totals	38,932	41,994	45,313	48,085	50,967
	Difference	5,964	7,359	5,626	3,891	2,039
Second Year	Supply totals	49,350	50,107	51,693	52,730	53,760
	Demand totals	38,932	41,994	45,313	48,085	50,967
	Difference	10,418	8,113	6,380	4,645	2,793
Third Year	Supply totals	49,585	50,342	51,928	52,965	53,995
	Demand totals	38,932	41,994	45,313	48,085	50,967
	Difference	10,653	8,348	6,615	4,880	3,028
Fourth Year	Supply totals	50,382	51,139	52,725	53,762	54,792
	Demand totals	38,932	41,994	45,313	48,085	50,967
	Difference	11,450	9,145	7,412	5,667	3,825
Fifth Year	Supply totals	49,227	49,983	51,569	52,606	53,636
	Demand totals	38,932	41,994	45,313	48,085	50,967
	Difference	10,294	7,989	9,256	4,521	2,669

Source: EVMWD 2021a, 2020 Urban Water Management Plan, Table 7-8.
afy = acre-feet per year

5.19.2.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

U-1 Require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects.

U-2 Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

5.19.2.4 PROPOSED GENERAL PLAN GOALS AND POLICIES

Land Use Element

GOAL LU 2 Development Capacity: Responsible growth through well-planned development provides for the needs of Wildomar's residents and businesses, makes efficient use of land and infrastructure, protects important environmental resources, promotes the health of the community, and maintains the unique character distinguishing the City as a special place in the region.

- **Policy LU-2.1 Adequate Service Provision for New Development.** Coordinate with local agencies, service providers and utilities to ensure adequate service provision for new development.

GOAL LU 3 Focus Areas: Unique areas of the City are enhanced to meet residents' needs.

- **Policy LU-3.1 Cottonwood Canyon.** Encourage lot mergers consistent with the land use and zoning designations for this area to establish developable lots that meet minimum thresholds for health and safety of onsite water treatment or require new development to provide for the extension or development of full public sewerage and water services.

- **Policy LU-3.2 Sedco.** Work with utility providers to improve infrastructure in the Sedco area and explore opportunities to expand the provision of public services. Explore opportunities to ensure current residents, including renters, benefit from investments in infrastructure improvements.

GOAL LU 12 Public Facilities: Governmental, utility, institutional, educational, recreational, cultural, religious, and social facilities and services are located and designed to complement Wildomar's neighborhoods, centers, and corridors.

- **Policy LU-12.4 Maintenance and Enhancement**. Coordinate, partner with, and encourage school and utility districts and other government and independent agencies that may be exempt from City land use control to plan and improve their properties and design improvements to achieve a high level of visual and architectural quality that maintains the character of the neighborhood or district in which they are located.

- **Policy LU-12.5 Design of Utility Facilities.** Minimize the visual impacts of above-grade utility structures, such as water storage tanks, water check valves, electric and telephone boxes, etc. through use of landscaping, screening materials, and colors that blend with the environment to the extent feasible.

- **Policy LU-12.6 Equitable Access.** Support equitable access to a full complement of critical infrastructure and utilities for all residents and businesses.

Circulation Element

GOAL CI 8: A robust network of infrastructure and utility systems supports the City's growth.

- **Policy CI-8.1: Collaborate with Utilities and Service Providers.** Work with utilities and service providers for water, wastewater, energy, and solid waste, including, but not limited to, Elsinore Valley Municipal Water District (EVMWD), CR&R, Southern California Edison (SCE) and SoCalGas, to ensure that services and facilities meet resident needs reliably and support the City's growth.

Open Space and Conservation Element

GOAL OS 3: Reliable and safe water supply that supports Wildomar's current and future needs.

- **Policy OS-3.1 Collaboration with EVMWD**. Collaborate with the Elsinore Valley Municipal Water District (EVMWD) to conserve and protect water quality and supply and continue to provide assistance for urban water management plans.

- **Policy OS-3.3 Water Conservation Strategies.** Encourage water conserving site design and the use of water conserving fixtures in new development, and advocate for the adoption and implementation of water conservation strategies by water service agencies.

- **Policy OS-3.4 Water Conservation in Existing Development.** Encourage existing development to use water-conserving mechanisms such as stormwater capture systems, graywater systems, water-efficient appliances, and drought-tolerant landscape planting.

- **Policy OS-3.5 Recycled Water**. Continue to coordinate with and support EVMWD on opportunities to expand the recycled water system in the City.

5.19.2.5 ENVIRONMENTAL IMPACTS

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.19-3:	The proposed project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple-dry years. [Threshold U-2]

Buildout of the Proposed General Plan would result in an increase in water demand with the addition of 8,992 dwelling units and 2,965,538 new square feet of non-residential land use. The projected increase in water

demand for the Proposed General Plan is provided in Table 5.19-4, *Water Demand Increase: Proposed Project*. The water duty factors used in the assessment were provided by EVMWD and are from their revised Water Master Plan, which is currently in production. For both residential and non-residential development, a weighted average water duty factor was determined based on the fraction of each land use in comparison to the total buildout.

Table 5.19-4 Water Demand Increase: Proposed Project

Category	Increase Due to Proposed Project	Water Duty Factor (Weighted Avg)	Water Demand (gallons per day)
Dwelling Units	8,992 du	448 gpd/du [1]	4,028,416
Nonresidential Development	2,965,538 square feet 68 acres	1,498 gpd/acre [2]	101,983
		Total	4,130,399 4.1 mgd 4,627 afy

Notes: gpd – gallons per day; du – dwelling unit; mgd – millions of gallons per day; afy – acre-feet per year

[1] The residential water duty factor is based on revised factors provided by EVMWD; Single Family Residential 500 gpd/du and Multi-Family Residential 300 gpd/du. Approximately 74 percent of the new dwelling units from the Proposed General Plan are projected to be Single Family Residential. Therefore, the weighted average generation factor for the combination of single and multi-family residential is 0.74*500 + 0.26*300 = 448 gpd/du.

[2] The non-residential wastewater generation factor is based on revised factors provided by EVMWD. A weighted average of wastewater generation factors and the fraction of land use square footages was determined for the following land uses: Commercial, Business Park, Industrial, Public Facility, Open Space, and Mixed Use.

The increase in water demand with buildout of the Proposed General Plan is estimated to be approximately 4.1 mgd or 4,627 afy. According to the Water Master Plan, EVMWD provided 23,653 afy in 2020 for their entire service area (EVMWD 2016c). As the current population of Wildomar is approximately 23 percent of the total population of the EVMWD's service area, then approximately 5,384 afy of the existing water demand can be attributed to customers in Wildomar (EVMWD 2021a). Therefore, the estimated total water demand from the City in 2045 with the Proposed General Plan buildout is estimated to be 10,011 afy (existing demand of 5,384 afy plus additional demand of 4,626 afy).[5]

The total projected water demand in 2045 for the EVMWD service area is estimated to be 40,170 afy (EVMWD 2021a). When compared to the total water demand for the Proposed General Plan, the City of Wildomar at full buildout would account for approximately 25 percent of the EVMWD's projected demand for 2045. This growth in population and future water demand is in alignment with projected population growth from the Southern California Association of Governments (SCAG) for the City of Wildomar as compared to other cities in the EVMWD service area (SCAG 2020). For instance, SCAG projects the population of Wildomar to increase by 56 percent between 2016 and 2045, whereas Canyon Lake and Murrieta are projected to only increase by 6 percent and 12 percent, respectively.

Additionally, new construction would be required to comply with the water efficient requirements of CALGreen, California Plumbing Code, and the City's MWELO. New construction for both residential and commercial land uses typically achieve a reduction in water usage rates of 20 percent through compliance with these regulations. This analysis conservatively assumes that the water demand rates for new construction would

[5] Existing Water Demand plus Water Demand from Proposed General Plan = Total Water Demand; 5,384 afy + 4,626 afy = 10,011 afy.

be similar to existing water demand rates provided in the EVMWD's Water Master Plan. Additionally, no credit for the increased use of recycled water for open space and landscaping irrigation was considered in the water demand calculations provided in Table 5.19-4; the use of recycled water would further reduce water demands.

As documented in Tables 5.19-2 and 5.19-3, EVMWD can meet all customers' demands during normal year, single dry year, and multiple dry year conditions with excess water available. In addition, EVMWD will continue to implement and expand its water conservation program, which includes water efficiency rebates to residential and commercial customers, water waste prevention ordinances, conservation pricing, and public education and outreach.

Furthermore, future development pursuant to the Proposed General Plan would be required to comply with the Proposed General Plan policies. For example, Policy OS-3.1, would lead to water conservation and protection of water supply through the City's collaboration and assistance for EVMWD's UWMP updates. Also, new development would be required to implement the water efficient requirements specified in the CALGreen and California Plumbing Codes and the MWELO requirements for water efficient landscaping. Future projects under the Proposed General Plan that meet the criteria under California Water Code Section 10912 would be required to prepare a WSA that demonstrates that project water demands would not exceed water supplies. In addition, residential, commercial, and industrial water usage can be expected to decrease in the future as a result of the implementation of the 2018 Water Conservation Legislation that sets new standards for indoor and outdoor residential water use, commercial water use for landscape irrigation with dedicated meters, and water loss standards. Therefore, impacts to water supplies would be less than significant.

Level of Significance Before Mitigation: Impact 5.19-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.19-3 would be less than significant.

Impact 5.19-4: The proposed project would not require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects. [Threshold U-1]

Implementation of the Proposed General Plan would have a significant impact if it would result in the construction of new water treatment facilities or the expansion of existing facilities that would have a significant effect on the environment. Buildout of the Proposed General Plan would result in an increase in water demand throughout the City due to increases in population and employment.

As described in Impact 5.19-3, EVMWD has sufficient water supplies available under normal, single-dry, and multi-dry year conditions. In the event that EVMWD projects their future demand could exceed supplies, EVMWD would implement their WSCP which provides water conservation procedures as a result of a drought or supply interruption. Additionally, the total projected water demand of 10,011 afy for the City of Wildomar

in 2045 is approximately 25 percent the total projected water demand for the EVMWD service population in 2045 of 40,170 afy. Therefore, the Proposed General Plan would not significantly impact water supplies.

Future development from implementation of the Proposed General Plan could result in new and expanded water infrastructure. However, EVMWD plans to expand and upgrade their distribution systems to accommodate potential future development, which are addressed throughout their CIP as described with each revision of their Water Master Plan. Planned improvements include continued groundwater well replacement and rehabilitation, increasing the imported water capacity in the Mills Gravity Pipeline, and the replacement of 5,100 linear feet of an existing water main between the Tomlin 1 Pump Station and the Tomlin 1 Reservoir (EVMWD 2024b). Currently, EVMWD purchases the majority of its water supply from MWD, with less than 10 percent received from the Canyon Lake Water Treatment Plant. Because EVMWD's 2045 water supply is projected to meet the water demand with implementation of the Proposed General Plan, the proposed project would not require the expansion of capacity or relocation of the Canyon Lake Water Treatment Plant, and impacts would be less than significant. In addition, each future development under the Proposed General Plan would be required to demonstrate the availability of water to serve the development in the form of will-serve letters from the water purveyors or for larger projects, preparation of a WSA as required by Section 10910 of the California Water Code. Therefore, implementation of the Proposed General Plan would not result in the need to construct additional water supply or distribution systems, nor would it need to relocate existing water treatment facilities.

In summary, new construction or expansion of the water distribution system due to implementation of the Proposed General Plan would not significantly impact water treatment facilities or EVMWD's distribution system. EVMWD has capital improvement projects to monitor and upgrade its water distribution systems to accommodate future development, as described in its Water Master Plan. Compliance with the City's requirements for new construction, water-efficient landscaping, and implementation of the Proposed General Plan policies, such as Policy OS-3.3, which encourages water serving fixtures in new development and advocate for the implementation of conservation strategies by water purveyors, and Policy OS-3.5, which supports EVMWD's efforts to expand the recycled water system in the City, would result in less-than-significant impacts with respect to the need for new and/or expanded water facilities.

Level of Significance Before Mitigation: Impact 5.19-4 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.19-4 would be less than significant.

5.19.2.6 CUMULATIVE IMPACTS

The area considered for cumulative impacts to water supply services are the water purveyor's service areas (EVMWD and FMWC). Existing and future development within the service areas would require additional quantities of water. EVMWD's 2020 UWMP projects population within the service area will increase to 237,932 persons by the year 2045, and the total water demand is expected to increase from 23,653 afy in the year 2020

to 40,170 afy in the year 2045. However, EVMWD, the primary water purveyor for the City, states that there will be a surplus of water available for all years up to 2045 during normal years, single-dry years, and multiple-dry years.

Other future projects within these service areas would result in increases in water demand. However, cumulative water demands are addressed through EVMWD's UWMP and expansion and upgrades to water infrastructure are addressed through EVMWD's CIP and Water Master Plan. All new development projects would be required to obtain will-serve letters from EVMWD. Projects that meet the SB 610 criteria, such as residential projects with more than 500 dwelling units, would be required to prepare WSAs. The City and EVMWD would review such projects for adequacy of water supply, and EVMWD is required to update the UWMP every five years to ensure that there are adequate water supplies and contingency plans for future residents and customers. All future development under the Proposed General Plan would require the implementation of water efficiency and water conservation measures, as per the CALGreen Code and the MWELO irrigation requirements.

All cumulative projects would require compliance with City or County ordinances, as well as local, State, and federal regulatory requirements. New construction projects and continuing conservation efforts would result in a reduction in per capita water use over time, which would ensure that cumulative impacts with respect to water supply would be less than significant.

5.19.3 Storm Drainage Systems

5.19.3.1 ENVIRONMENTAL SETTING

Regulatory Background

The regulatory framework for stormwater is described in detail in Section 5.10, *Hydrology and Water Quality*, of this Draft EIR. The regulatory requirements that pertain solely to storm drain systems are repeated below.

Federal Regulations

National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) permit program was established by the Clean Water Act to regulate municipal and industrial discharges to surface waters of the United States from their municipal separate storm water systems (MS4s). Under the NPDES program, all facilities that discharge pollutants into waters of the United States are required to obtain an NPDES permit. Requirements for stormwater discharges are also regulated under this program.

The City of Wildomar is within the boundaries of two RWQCBs: the Santa Ana RWQCB (Region 8) and the San Diego RWQCB (Region 9). However, pursuant to California Water Code section 13228, the City of Wildomar submitted a written request that one RWQCB be designated to regulate their Phase I Municipal Separate Storm Sewer System (MS4) discharges. The two RWQCBs entered an agreement in 2015 whereby the City of Wildomar would be regulated by the San Diego RWQCB, including those portions of the City that are within the boundaries of the Santa Ana RWQCB. Therefore, the City is subject to the waste discharge requirements for the MS4 Permit for the San Diego RWQCB (Order No. R9-2013-0001, as amended by Order

Nos. R9-2015-0001 and R9-2015-0100, and NPDES Permit No. CAS0109266). However, any project that discharges stormwater from the northern portion of the City that flows into the Santa Ana River Watershed and ultimately into Lake Elsinore may be required to meet requirements issued by the Santa Ana RWQCB to ensure compliance with the Lake Elsinore-Canyon Lake TMDLs

Under provisions listed in the MS4 Permit, the co-permittees use their planning authorities to include appropriate source control, site design, and stormwater treatment measures in new development and redevelopment projects to address both soluble and insoluble stormwater runoff pollutant discharges and prevent increases in runoff flows from new development and redevelopment projects. This goal is accomplished primarily through the implementation of low impact development techniques. In addition, all priority projects that do not meet exemption criteria must comply with the hydromodification requirements specified in the E.3.c.2 provisions of the MS4 permit. These requirements include implementing stormwater control measures such that post-project runoff must not exceed pre-project runoff by more than 10 percent for the two-year, 24-hour runoff event up to the 10-year, 24-hour runoff event.

State Regulations

SWRCB General Construction Permit

Construction activities that disturb one or more acres of land that could impact hydrologic resources must comply with the requirements of the SWRCB Construction General Permit (Order WQ 2022-0057-DWQ; NPDES No. CAS000002), which was adopted on September 8, 2022, and became effective on September 1, 2023. Under the terms of the permit, applicants must file Permit Registration Documents (PRD) with the SWRCB prior to the start of construction. The PRDs include a Notice of Intent, risk assessment, site map, SWPPP, annual fee, and a signed certification statement. The PRDs are submitted electronically to the SWRCB via the Stormwater Multiple Application and Report Tracking System (SMARTS) website.

Applicants must also demonstrate conformance with applicable best management practices (BMPs) and prepare a SWPPP containing a site map that shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project site. The SWPPP must list BMPs that would be implemented to prevent soil erosion and discharge of other construction-related pollutants that could contaminate nearby water resources. Additionally, the SWPPP must contain a weekly visual monitoring program and BMP inspections prior to, during, and after qualifying precipitation events. Water quality monitoring is also required with a schedule based on the risk level of the site.

SWRCB Industrial General Permit

The Statewide General Permit for Stormwater Discharges Associated with Industrial Activities, Order No. 2014-0057-DWQ and amended by 2015-0122-DWQ (2018), implements the federally required stormwater regulations in California for stormwater associated with industrial activities that discharge to waters of the United States. This regulation covers facilities that are required by federal regulations or by the RWQCBs to obtain an NPDES permit. Dischargers are required to eliminate non-stormwater discharges, develop SWPPPs that include BMPs, conduct monitoring of stormwater runoff, and submit all compliance documents via the SWRCB's SMARTS program.

SWRCB Trash Amendment

On April 7, 2015, the SWRCB adopted an amendment to the Water Quality Control Plan for Ocean Waters of California to control trash. In addition, the Water Quality Control Plan for Inland Surface Waters, Enclosed Bays, and Estuaries of California added the section, Part 1 Trash Provisions. Together, they are collectively referred to as "the Trash Amendments". The purpose of the Trash Amendments is to provide statewide consistency for the RWQCBs in their regulatory approach to protect aquatic life, public health beneficial uses, and reduce environmental issues associated with trash in State waters, while focusing limited resources on high trash generating areas.

The Trash Amendments apply to all Phase I and II permittees under the NPDES MS4 permits. Compliance with the Trash Amendment requires municipalities to install certified full trash capture systems in all City applicable storm drain infrastructure no later than December 2, 2030 (SWRCB 2023b).

Regional Regulation

Riverside County Flood Control and Water Conservation District

The Riverside County Flood Control and Water Conservation District (RCFCWCD) is the regional drainage authority for the western portion of Riverside County. The RCFCWCD was created to keep residents safe from flood hazards and enforces regulation pertaining to stormwater drainage and new development, floodplains, construction of flood control structures and facilities, flood warning and early detection, and maintenance and operation of completed structures (RCFCWCD 2023). The RCFCWCD publishes design standards for storm drains and related stormwater infrastructure throughout the County.

RCFCWCD Master Drainage Plans and Area Drainage Plans

The RCFCWCD addresses existing and future drainage needs within its watershed limits with Master Drainage Plans (MDP). The MDPs are prepared to resolve flooding issues within a community and provide cost estimates for improvements to channels, storm drains, levees, basins, dams, wetlands or any conveyance system capable of relieving flooding impacts (RCFCWCD 2023). Wildomar is within the following MDP areas: Wildomar Area, Sedco Area, and Murrieta Creek Area (RCFCWCD 2024).

The RCFCWCD creates area drainage plans (ADP) as a financial mechanism to offset taxpayer costs for proposed drainage facility improvements. These fees are imposed on new development within each plan area. The ADP is similar to the MDP but with additional information to support costs and distribution of fees within the plan area. Wildomar is within the following ADP areas: Murrieta Creek/Wildomar Valley and Murrieta Creek/Murrieta Valley.

RCFCWCD Stormwater and Water Conservation Tracking Tool

The RCFCWCD developed an online geodatabase to support stormwater management tracking for co-permittees of the Regional MS4 permit (Riverside County 2024a). The Stormwater and Water Conservation Tracking Tool shows the locations of stormwater infrastructure throughout the County, including storm drains, detention and retention basins, dams, debris basins, levees, spreading grounds, areas exempt from hydromodification, proposed new facilities, and hydrological units and flood plain data.

Riverside County LID BMP Handbooks

The RCFCWCD developed the Low-Impact Development (LID) BMP Handbook for Riverside County development projects (Riverside County 2024b). The LID BMP Handbook supplements information provided in the Water Quality Management Plan (WQMP) prepared for each watershed within Riverside County. Guidance for BMP selection, design and maintenance is provided in the LID BMP Handbook. Sizing calculation methodologies for the Santa Ana River and Santa Margarita River Watersheds are provided in the LID BMP Handbooks for capturing runoff generated from an 85th percentile, 24-hour storm event (RCFCWCD 2011; 2018).

San Diego RWQCB MS4 Permit

The City is subject to the waste discharge requirements of NPDES MS4 Permit No. CAS 0109266 (Order No. R9-2013-0001, as amended by Order Nos. R9-2015-0001 and R9-2015-0100). The NPDES MS4 permit is intended to regulate the discharge of urban runoff to the MS4. Under the NPDES MS4 permit, the City is responsible for the management of storm drain systems within its jurisdiction. Cities are required to implement management programs, monitoring programs, implementation plans, and all applicable BMPs.

Local Regulations

City of Wildomar Municipal Code

The City of Wildomar Municipal Code includes various directives that pertain to stormwater. The Municipal Code is organized by title, chapter, and section. Most provisions are found in Title 13, Public Services, and Title 16, Flood Control and Drainage.

- **Chapter 13.12, Stormwater Drainage System Protection,** protects and enhances the water quality of City watercourses, water bodies, groundwater, and wetlands in a manner pursuant to and consistent with applicable requirements contained in applicable state and federal regulations.

- **Chapter 16.32, Flood Control and Drainage,** describes fees for the construction of drainage facilities and establishes minimum design requirements and other regulatory procedures pertaining to flood control and tract drainage.

City of Wildomar Jurisdictional Runoff Management Program

This programmatic document provides an overview of the runoff management programs and activities that have been implemented by the City to comply with the requirements of the Regional MS4 Permit. The main MS4 facilities owned and operated by the City and regulated under the Regional MS4 Permit consist of underground storm drains, open channels, and streets; there are additional MS4 facilities and discharges that may be present that are not owned by the City (Wildomar 2023a). The main receiving waters that are downstream of the City of Wildomar's Jurisdiction include Lake Elsinore, Murrieta Creek, Santa Margarita River, and Santa Margarita Lagoon.

City of Wildomar Master Drainage Plan

The 2019 Master Drainage Plan was developed to identify local flood control facilities that are required to meet the RCFCWCD flood control protection criteria (Wildomar 2019). The RCFCWCD flood control criteria state that stormwater runoff must be controlled for the 10-year storm event within street curbing and runoff and for the 100-year storm event within the street rights-of-way. The City was divided into four drainage regions: Region A in the northern portion of the City; Region S (Sedco) in the northwestern (Sedco) portion of the City; Region W (Wildomar) in the central portion of the City; and Region M (Murietta) in the southern portion of the City. Each region was further divided into subregions. The maps in the Master Drainage Plan show the stormwater infrastructure for each region and subregion and identify existing RCFCWCD facilities and City maintained facilities. Stormwater flow rates were modeled to determine if the existing infrastructure meets the RCFCWCD storm drain facility criteria and costs to expand and upgrade storm drains or channels in each subregion are included in the report. The Master Drainage Plan also addresses financing sources for the storm drain improvements. The plan acts as an implementation guide for the City and future developers.

City of Wildomar WQMP Template

The City provides a WQMP template for preparing project-specific WQMPs for priority development projects in Wildomar (Wildomar 2024). The WQMP template is a step-by-step guide to ensure priority development projects meet the Regional MS4 Permit requirements in the Santa Margarita River Watershed. The WQMP template includes site plans, hydromodification requirements, identification of receiving water bodies and designated beneficial uses, additional permits/approvals needed for the project, and LID BMP information. Section G of the WQMP template includes a methodology for implementing Trash Capture BMPs.

5.19.3.2 EXISTING CONDITIONS

The City's stormwater infrastructure consists of a combination of drainage channels, storm drains, detention and debris basins and creeks (Wildomar 2023a). The northwest portion of the City lies within the Santa Ana River watershed, with runoff flowing westerly towards the City of Lake Elsinore and Lake Elsinore. The majority of the City is within the Santa Margarita watershed, with runoff flowing to Murrieta Channel/Creek and then ultimately to the Santa Margarita River and the Pacific Ocean. The latest drainage master plan for the City identified drainage criteria to control runoff for a 10-year storm event within street curbing and for a 100-year storm event within the street rights-of-way.

The City's drainage system is divided into four regions based on the boundaries established by past drainage master plans prepared by RCFCWCD. Deficiencies in stormwater infrastructure and identification of costs and financing are provided in the City's Master Drainage Plan and storm drain improvement projects are identified and funded through the City's CIP program (Wildomar 2023b). The City works closely with RFCWCD and is continually upgrading its stormwater infrastructure through the CIP, which is a five-year financial plan for the maintenance and expansion of public infrastructure. The prioritized capital improvement projects involving stormwater infrastructure focus on updating the Master Drainage Plan and improvements to various storm drains and acquiring right-of-way to maintain natural conveyance for portions of Murrieta Creek/Wildomar Channel (Wildomar 2023b).

The SWRCB, as the implementing agency for the Trash Amendments, mandates that all MS4 permittees, which includes the City of Wildomar, must install certified trash treatment control systems on all catch basins no later than December 2, 2030. Catch basin filter retrofit programs are included in the City's most recent 5-year Capital Improvement Program (Wildomar 2023b).

5.19.3.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

U-1 Require or result in the relocation or construction of new or expanded storm water drainage facilities, the construction or relocation of which could cause significant environmental effects.

5.19.3.4 PROPOSED GENERAL PLAN GOALS AND POLICIES

Land Use Element

GOAL 7 Compatibility with the Natural Environment: Land uses and development intensities are compatible with scenic and natural resources and encourage environmental preservation.

- **Policy LU-7.1 Design to Respect Natural Settings.** Require that new development conform building massing to topographic forms and minimize alteration of natural landforms and vegetation, incorporating natural drainage systems, allowing development clustering to maintain slopes, restricting grading of steep slopes, and encouraging the preservation of significant hillsides, canyon edges and hilltops as prominent visual features.

Circulation Element

GOAL CI 8: A robust network of infrastructure and utility systems supports the City's growth.

- **Policy CI-8.2 Adequate Storm Drainage.** Implement, and periodically update, the 2019 City of Wildomar Master Drainage Plan to manage storm runoff and provide flood control protection.

Open Space and Conservation Element

GOAL OS 3: Reliable and safe water supply that supports Wildomar's current and future needs.

- **Policy OS-3.4 Water Conservation in Existing Development.** Encourage existing development to use water-conserving mechanisms such as stormwater capture systems, graywater systems, water-efficient appliances, and drought-tolerant landscape planting.

5.19.3.5 ENVIRONMENTAL IMPACTS

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.19-5: The proposed project would not require or result in the relocation or construction of new or expanded stormwater drainage facilities, the construction or relocation of which could cause significant environmental effects. [Threshold U-1]

New development and/or redevelopment as part of the Proposed General Plan would result in an increase in impervious surfaces, which in turn could result in an increase in stormwater runoff, higher peak discharges to drainage channels, and the potential to cause nuisance flooding in areas without adequate drainage facilities. The Regional MS4 permit defines priority development projects as projects that create 10,000 square feet or more of impervious surfaces or replace 5,000 square feet or more of impervious surface; these projects would be required to implement site design, source control, and stormwater treatment and runoff measures using specific numeric sizing criteria based on the volume and flow rate of stormwater that is generated by the project. Each priority development project must prepare a project-specific WQMP, which undergoes review by City Public Works/Engineering Department personnel to ensure that the MS4 regulatory requirements for temporary on-site stormwater runoff retention have been met. Project-specific WQMPs would include BMPs to reduce stormwater impacts; such BMPs may include, but are not limited to, bioretention basins, permeable pavement, and infiltration trenches. Also, the City's Community Development Department would apply conditions of approval to each project to ensure that the requirements of the MS4 permit have been met. Compliance with the MS4 permit and the City's WQMP program would minimize increases in the amount of stormwater runoff from future development in the City.

The MS4 permit and Riverside County LID BMP Handbooks require that all projects that generate runoff from an 85th percentile, 24-hour storm event must treat stormwater onsite. Priority development projects must also adhere to the hydromodification requirements of the MS4 permit and demonstrate that post-construction runoff flow rates and durations do not exceed pre-development conditions by more than 10 percent. This would minimize the amount of stormwater runoff from new development and redevelopment sites within the City.

Also, as part of the permitting process, future development would be required to pay fees to the City and RCFCWCD, pursuant to Wildomar Municipal Code Chapter 16.32, which is designed to mitigate impacts of stormwater discharged to flood control channels and storm drains. Planned improvements to the City's storm drainage system are implemented through the CIP and the City's Master Drainage Plan updates. The prioritized projects in the latest CIP involving stormwater infrastructure focus on updating the Master Drainage Plan, improvements to various storm drains to reduce flooding, and acquiring right-of-way to maintain natural conveyance for portion of Murrieta Creek/Wildomar Channel (Wildomar 2023b).

Compliance with the MS4 permit and the Proposed General Plan policies, such as Policy CI-8.2, which describes implementing projects identified in the City's Master Drainage Plan to manage storm runoff; implementation of BMPs and on-site stormwater control measures; and City requirements regarding the preparation and review of WQMPs would ensure that the implementation of the Proposed General Plan would not result in significant increases in runoff and would not contribute to the construction of new storm drain facilities or expansion of existing facilities that would cause significant environmental impacts. In addition, the City would continue to repair, rehabilitate, and upgrade the storm drain system through implementation of the CIP program. Therefore, impacts with respect to stormwater infrastructure would be less than significant.

Level of Significance Before Mitigation: Impact 5.19-5 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.19-5 would be less than significant.

5.19.3.6 CUMULATIVE IMPACTS

Cumulative impacts are considered for the Santa Ana River and Santa Margarita River Watersheds in western Riverside County. Cumulative projects could result in an incremental increase in impervious surfaces that could increase stormwater runoff and impact existing storm drain facilities. However, all cumulative projects would be required to comply with City or County ordinances, as well as the MS4 permit, which would minimize stormwater runoff.

Development within the watershed areas would require conformance with State and City regulations that would reduce hydrology and infrastructure construction impacts to less than significant levels. Any new development in the City would be subject to the Proposed General Plan policies and City design guidelines, zoning codes, and other applicable City requirements that reduce impacts related to hydrology and stormwater drainage facilities. More specifically, potential changes related to stormwater flows, drainage, impervious surfaces, and flooding would be minimized by the implementation of stormwater control measures, retention, infiltration, and low-impact-development measures and review by the City's Public Works Department to integrate measures to reduce potential stormwater drainage and flooding impacts.

All cumulative projects in unincorporated Riverside County and other municipalities within the watershed areas would be subject to similar permit requirements and would be required to comply with various municipal codes and policies and County ordinances, as well as numerous water quality regulations that control construction-related and operational discharge of pollutants in stormwater. The MS4 Permit applies to Riverside County, RFCWCD, and other municipalities within the County to manage stormwater systems and be collectively protective of water quality. For these reasons, impacts from future development within the watershed areas related to stormwater infrastructure construction are not cumulatively considerable.

In combination with past, present, and reasonably foreseeable projects, proposed implementation of the Proposed General Plan would not result in a cumulatively considerable impact to stormwater infrastructure, and cumulative impacts would be less than significant.

5.19.4 Solid Waste

5.19.4.1 ENVIRONMENTAL SETTING

Regulatory Background

Federal Regulations

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act of 1976 (Title 40 of the Code of Federal Regulations, Part 258), contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the federal landfill criteria. The federal regulations address the location, operation, design (liners, leachate collection, run-off control, etc.), groundwater monitoring, and closure of landfills.

State Regulations

Integrated Waste Management Act

California's Integrated Waste Management Act of 1989 (AB 939) set a requirement for cities and counties to divert 50 percent of all solid waste from landfills as of January 1, 2000, through source reduction, recycling, and composting. The Act required that each city and county prepare a Source Reduction and Recycling Element to be submitted to the Department of Resources Recycling and Recovery (CalRecycle), a department within the California Natural Resources Agency. AB 939 also established a goal for all California counties to provide at least 15 years of ongoing landfill capacity.

In 2007, SB 1016 amended AB 939 to establish a per capita disposal measurement system. The per capita disposal measurement system is calculated as a jurisdiction's reported total disposal of solid waste divided by a jurisdiction's population. CalRecycle sets a target per capita disposal rate for each jurisdiction. Each jurisdiction must submit an annual report to CalRecycle with an update of its progress in implementing diversion programs and its current per capita disposal rate.

California Solid Waste Reuse and Recycling Access Act of 1991

The California Solid Waste Reuse and Recycling Access Act (AB 1327) requires development projects to set aside areas for collecting and loading recyclable materials. The Act required CalRecycle to develop a model ordinance for adoption by any local agency relating to adequate areas for collection and loading of recyclable materials as part of development projects. Local agencies are required to adopt the model, or an ordinance of their own, governing adequate areas in development projects for collection and loading of recyclable materials.

California Short-Lived Climate Pollutants Act (Senate Bill 1383)

SB 1383 focuses on the elimination of methane gas created by organic materials in landfills and sets targets to achieve a 50 percent reduction in the statewide disposal of organic waste by 2020 and a 75 percent reduction by 2025. Organic waste makes up half of what Californians send to landfills. SB 1383 requires all businesses and residents to divert organic materials (including food waste, yard waste, and soiled paper products) from the landfill. The regulation took effect on January 1, 2022, and requires that organics collection service be provided

to all residents and businesses. Also, an edible food recovery program must be established by 2025 with the goal of recovering edible food for human consumption.

Mandatory Commercial Recycling Act (Assembly Bill 341)

Assembly Bill 341 (Chapter 476) increases the statewide solid waste diversion goal to 75 percent by 2020, and mandates recycling for businesses producing four or more cubic yards of solid waste per week or multi-family residential dwellings of five or more units. AB 341 is designed to reduce greenhouse gas (GHG) emissions in the state by 5 million metric tons of carbon dioxide equivalents. CR&R Environmental Services (CR&R) provides businesses and property owners with composting and recycling services in the City of Wildomar and Riverside County.

Mandatory Organics Recycling Act (Assembly Bill 1826)

AB 1826, which was enacted in 2014 and took effect in 2016, mandates organic waste recycling for businesses and multifamily dwellings with five or more units. Starting January 1, 2020, all generators of 2 cubic yards or more of garbage, recycling, and compost combined per week must recycle organic waste. Organic waste includes food scraps, food-soiled paper waste, yard trimmings, and landscape materials. Organic waste can be recycled through composting, mulching, and anaerobic digestion which produces renewable energy and fuel. In addition to recycling food scraps, donating surplus food to local food banks can be part of the AB 1826 compliance effort. Multi-family dwellings do not need to have food-waste recycling on-site but must recycle yard and landscape materials. CR&R Environmental Services offers these services to businesses and residents to comply with the requirements of AB 1826.

CALGreen Building Code

The latest 2022 CALGreen Code became effective on January 1, 2023. Section 5.408, Construction Waste Reduction Disposal and Recycling, mandates that, in the absence of a more stringent local ordinance, a minimum of 65 percent of non-hazardous construction and demolition debris must be recycled or salvaged. The code requires applicants to prepare and submit a Construction and Demolition Recycling & Waste Reduction Plan, which is submitted to the City for approval. For on-site sorting of construction debris, which is submitted to the City for approval. The plan must:

- Identify the materials to be diverted from disposal by recycling, reuse on the project, or salvage for future use or sale.
- Specify if materials will be sorted on-site or mixed for transportation to a diversion facility.
- Identify the diversion facility where the material collected will be taken.
- Supply weight tags for the entire period of the project for compliance review.

Regional Regulations

Riverside County Department of Waste Resources

Riverside County Department of Waste Resources (RC Waste) is responsible for the landfilling of non-hazardous county waste. RC Waste operates five landfills, has a contract agreement with an additional private landfill (El Sobrante) and administers several transfer station leases (RC Waste 2024). Additionally, RC Waste offers various public educational classes on waste mitigation and sustainability for residents and businesses within Riverside County. RC Waste's mission is to provide for the protection of the general public health and welfare by efficient management of Riverside County's solid waste system through provision of facilities and programs which meet or exceed all applicable local, State, Federal and land use regulations.

Riverside County Department of Environmental Health

Riverside County DEH is the local enforcement agency for the landfills in Riverside County (RDEH 2024). DEH is certified by CalRecycle to regulate landfills, transfer stations, composting sites and administer the solid waste collectors in the county areas. DEH conducts inspections of landfills and other regulated facilities to verify they comply with their permit conditions.

Local Regulations

City of Wildomar Municipal Code

The City of Wildomar Municipal Code includes various directives that pertain to solid waste disposal. The Municipal Code is organized by title, chapter, and section. Most provisions are found in Title 8, Health and Safety, and Title 17, Zoning.

- **Chapter 8.104, Solid Waste Collection and Disposal,** provides regulations for solid waste management, franchises, self-hauling, non-organic recyclables, green waste, and construction and demolition (C&D) materials and organic waste. The regulations comply with the State requirements listed in the regulatory background section.

- **Chapter 8.20, Refuse Disposal Facilities,** describes how sites used for solid waste transfer, processing or disposal are designated and operated under control of the City's Waste Management Department. Rules and regulations for sites are described in Chapter 8.20.040.

- **Chapter 17.172.270, Organic Waste Trash Enclosures,** describes compliance standards for commercial businesses and multifamily residential developments that subscribe to organic waste recycling services. Standards include requirements for trash enclosures, signage for best management practices, and rain coverage.

5.19.4.2 EXISTING CONDITIONS

Solid Waste Collection and Recycling

CR&R Environmental Services is the franchise waste hauler for the City of Wildomar and provides solid waste and organic waste collection, and recycling services to residents and businesses within the City. This includes:

- Weekly curbside collection of waste in three containers: landfill waste in the black container, recyclables in the gray container, and organic waste in the green container.
- Pre-scheduled curbside pickup for residents of electronic waste and refrigerators for a nominal charge.
- Pre-scheduled curbside pickup for residents of bulky items, such as chairs, sofas, or other household items up to three times per calendar year.
- Rollout bins for businesses and multi-family residences, including organic waste collection.
- Rollout bins for construction projects to assist in compliance with C&D recycling goals.

All solid non-hazardous waste from the City is first collected and transferred to the CR&R Perris Transfer Station, where recyclable material is separated from other solid waste. Once sorted, recyclables are bundled and sent to third party processers. The organic waste collected in the green bins is transported to various composting facilities, including an anaerobic digester facility in Perris.

Landfills

Non-hazardous solid waste from the City is disposed of at five landfills, with the El Sobrante Sanitary Landfill receiving over 80 percent of all landfilled waste (CalRecycle 2019a). Badlands Sanitary Landfill, Lamb Canyon Sanitary Landfill, Simi Valley Landfill & Recycling Center and the Sycamore Landfill also receive solid waste from the City that is collected by CR&R.

The El Sobrante Landfill is permitted for a maximum throughput of 16,054 tons per day (TPD), has a remaining capacity of approximately 144 million cubic yards as of April 1, 2018, and an estimated closure date of January 1, 2051 (CalRecycle 2019b). The landfill receives approximately 10,528 TPD per day and has a residual daily capacity of 5,526 TPD (CalRecycle 2022).[6] Landfills are subject to regular inspections from CalRecycle, Riverside County Department of Environmental Health, the RWQCB, and the South Coast Air Quality Management District.

Compliance with AB 939 is measured in part by comparing actual disposal rates for residents and employees to target rates; actual rates at or below target rates are consistent with AB 939. Target disposal rates for Wildomar in 2022 were 4.8 pounds per day (ppd) per resident and 36.2 ppd per employee; actual disposal rates were 4.1 ppd per resident and 25.6 ppd per employee (CalRecycle 2019c). Therefore, the solid waste diversion goals for the City of Wildomar have been met.

5.19.4.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

[6] The landfill received 3,284,874 tons of waste in 2022 and is assumed to operate 312 days per year.

U-4 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.

U-5 Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

5.19.4.4 PROPOSED GENERAL PLAN GOALS AND POLICIES

Circulation Element

GOAL CI 8: A robust network of infrastructure and utility systems supports the City's growth.

- **Policy CI-8.1 Collaborate with Utilities and Service Providers.** Work with utilities and service providers for water, wastewater, energy, and solid waste, including, but not limited to, Elsinore Valley Municipal Water District (EVMWD), CR&R, Southern California Edison (SCE) and SoCalGas, to ensure that services and facilities meet resident needs reliably and support the City's growth.

Open Space and Conservation Element

GOAL OS 7: Waste generation is decreased through recycling and waste diversion programs.

- **Policy OS-7.1 Recycling Programs.** Support residential, commercial, industrial, and construction/ demolition recycling programs to minimize the solid waste stream to landfills.

- **Policy OS-7.2 Electronic Waste Recycling.** Coordinate with businesses that recycle electronic waste (*e.g.*, batteries, fluorescent lamps, compact-fluorescent (CFL) bulbs and the California Product Stewardship Council, CalRecycle, and other pertinent agencies to increase rates of electronic waste recycling.

5.19.4.5 ENVIRONMENTAL IMPACTS

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.19-6: The proposed project would not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. [Threshold U-4]

Under the Proposed General Plan, the population is anticipated to increase by 27,999 residents and 6,274 employees. As shown in Table 5.19-5, *Solid Waste Increase: Proposed Project*, this level of growth would result in an increase in solid waste of approximately 138 tons per day, or 50,262 tons per year. These numbers are conservative because, with continued recycling and waste reduction programs implemented by the City and CR&R, the waste generation rates would be reduced over time.

Table 5.19-5 Solid Waste Increase: Proposed Project

Category	Increase Due to Proposed Project	Solid Waste Generation Rate (ppd)	Increase in Solid Waste (tons per day)	Increase in Solid Waste (tons per year)
Residents	27,999	4.1	57	20,950
Employees	6,274	25.6	80	29,312
		Total	138	50,262

Source: CalRecycle 2019c.
Notes: ppd – pounds per day

The increase of 138 tons per day with buildout of the proposed project, as shown in Table 5.19-5, would be about 2.5 percent of the current residual capacity of 5,526 tons/day at El Sobrante Landfill.[7] This estimate conservatively assumes that all of the generated waste is landfilled. In addition, approximately 20 percent of the solid waste from the City of Wildomar is transported to other landfills in Riverside County and southern California, and a portion of the waste generated in the City is diverted from landfill disposal through recycling and composting. Although CalRecycle does not provide the recycling rate for Wildomar, California as a whole diverted 42 percent of total waste in 2020 (CalRecycle 2021). As such, the Proposed General Plan would not generate solid waste in excess of the capacity of the landfills that serve the City.

With continued compliance with the applicable regulations, leading to increased recycling and waste diversion, and adherence to the Proposed General Plan policies, such as Policy OS-7.1, which supports recycling programs for residential and non-residential development to reduce the solid waste sent to landfills, anticipated rates of solid waste disposal from the Proposed General Plan would be less than significant with respect to permitted landfill capacity. In addition, the City is below the CalRecycle target disposal rates of 4.8 ppd for residents and 36.2 ppd for employees and meets the regulatory requirements of AB 939.[8] Therefore, implementation of the Proposed General Plan would not generate solid waste in excess of State and local standards, or in excess of the capacity of the landfills, or otherwise impair the attainment of solid waste reduction goals, and the impact is less than significant.

Level of Significance Before Mitigation: Impact 5.19-6 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.19-6 would be less than significant.

[7] 138 tons per day divided by 5,526 tons per day = 0.025 = 2.5 percent.

[8] In 2022, Wildomar's disposal rates were 4.1 ppd per resident and 25.6 ppd per employee (CalRecycle 2019c).

Impact 5.19-7: The proposed project would comply with federal, state, and local statutes and regulations related to solid waste. [Threshold U-5]

As discussed under Impact 5.19-6, CR&R and the City of Wildomar comply with all State requirements to reduce the volume of solid waste through recycling and organic waste diversion. The City's per capita disposal rates of 4.1 ppd per resident and 25.6 ppd per employee are below the CalRecycle targets of 4.8 pounds per day (ppd) for residents and 36.2 ppd for employees. In addition, all potential future development pursuant to the Proposed General Plan would comply with Division 4.4, Material Conservation and Resource Efficiency, of the CALGreen Building Code, which requires that at least 65 percent of nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse.

Potential future development would also comply with AB 341, which mandates recycling for commercial and multifamily residential land uses as well as schools and school districts. All jurisdictions in California are required to provide organic waste collection services to all residents and businesses, beginning in 2022 and in accordance with SB 1383. The City and CR&R currently comply with all applicable federal, State, and local solid waste regulations, and solid waste, recycling, and green waste collection services are available to all residents and commercial businesses in Wildomar. Therefore, the Proposed General Plan would comply with all current and future regulatory requirements, and impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.14-7 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.19-7 would be less than significant.

5.19.4.6 CUMULATIVE IMPACTS

Cumulative impacts are considered for the service area of the El Sobrante Landfill. Cumulative projects would result in increased generation of solid waste that would need to be processed at the landfill. The El Sobrante Landfill has a daily maximum throughput of 16,054 TPD, a remaining capacity of approximately 144 million cubic yards, and an estimated closure date of January 1, 2051. In addition to the El Sobrante Landfill, four additional regional landfills are available for disposal in Riverside County. As reported by the California Department of Finance, the total population of Riverside County is expected to increase from 2.42 million to 2.66 million by 2045 (CDF 2023). Assuming that solid waste generation increases at the same rate as the population (10 percent), the increase in the amount of waste generated in Riverside County by 2045 would be about 11,581 TPD. Conservatively assuming that all of this waste is landfilled, the additional waste generated by Riverside County, including the waste generated by Wildomar with the Proposed General Plan buildout, would be about 73 percent of the daily capacity of El Sobrante Landfill.[9]

[9] (2045 Riverside County waste generation plus Proposed General Plan waste generation) divided by Maximum Landfill Capacity = Landfill Capacity Percent; (11,581 TPD + 138 TPD) / 16,054 TPD = 73 percent.

Therefore, development according to the Proposed General Plan would not create demands for solid waste services that would exceed the capabilities of the County's waste management system. Continued compliance with the applicable regulations and an increase in recycling and landfill diversion rates would ensure that solid waste cumulative impacts would be less than significant.

5.19.5 Other Utilities

5.19.5.1 ENVIRONMENTAL SETTING

Regulatory Background

Federal Regulations

National Energy Policy

Established in 2001 by the National Energy Policy Development Group, the National Energy Policy is designed to help the private sector and state and local governments promote dependable, affordable, and environmentally sound production and distribution of energy for the future. Key issues addressed by the energy policy are energy conservation, repair and expansion of energy infrastructure, and ways of increasing energy supplies while protecting the environment.

Energy Policy Act of 2005

Passed by Congress in July 2005, the Energy Policy Act includes a comprehensive set of provisions to address energy issues. This Act includes tax incentives for energy conservation improvements in commercial and residential buildings, fossil fuel production and clean coal facilities, and construction and operation of nuclear power plants, among other things. Subsidies are also included for geothermal, wind energy, and other alternative energy producers.

Energy Independence and Security Act of 2007

Signed into law in December 2007, the Energy Independence and Security Act contains provisions designed to increase energy efficiency and the availability of renewable energy. The Act contains provisions for increasing fuel economy standards for cars and light trucks, while establishing new minimum efficiency standards for lighting as well as residential and commercial appliance equipment.

Natural Gas Pipeline Safety Act of 1968

The Natural Gas Pipeline Safety Act of 1968 authorizes the United States Department of Transportation to regulate pipeline transportation of flammable, toxic, or corrosive natural gas and other gases as well as the transportation and storage of liquefied natural gas. The Pipeline and Hazardous Materials Safety Administration within the Department of Transportation develops and enforces regulations for the safe, reliable, and environmentally sound operation of the nation's 2.6-million-mile pipeline transportation system. The regulations enacted under this act have been updated several times. The latest revision is dated May 2023 and includes additional safety regulations for gas transmission pipelines, including repair criteria, integrity management improvements, cathodic protection, and other inspection and maintenance procedures. The regulations are encoded in 49 Code of Federal Regulations, Part 192.

State Regulations

California Energy Commission

The California Energy Commission (CEC) was created in 1974 under the Warren-Alquist Act as the State's principal energy planning organization to meet the energy challenges facing the state in response to the 1973 oil embargo. The Warren-Alquist Act is updated annually to address current energy needs and issues, and its latest revision is dated January 2023. The CEC is charged with six basic responsibilities when designing state energy policy:

- Forecast statewide electricity needs.
- License power plants to meet those needs.
- Promote energy conservation and efficiency measures.
- Develop renewable energy resources and alternative energy technologies.
- Promote research, development, and demonstration.
- Plan for and direct the state's response to energy emergencies.

California Public Utilities Commission

Adopted in September 2008 and updated in January 2011, the California Public Utilities Commission (CPUC) Long Term Energy Efficiency Strategic Plan provides a framework for energy efficiency in California through the year 2020 and beyond. It articulates a long-term vision, as well as goals for each economic sector, identifying specific near-, mid-, and long-term strategies to assist in achieving these goals. The plan sets forth the following four goals, known as "Big Bold Energy Efficiency Strategies," to achieve significant reductions in energy demand:

- All new residential construction in California will be zero net energy by 2020;
- All new commercial construction in California will be zero net energy by 2030;
- Heating, Ventilation and Air Conditioning (HVAC) will be transformed to ensure that its energy performance is optimal for California's climate; and
- All eligible low-income customers will be given the opportunity to participate in the low-income energy efficiency program by 2020.

The CPUC and CEC have adopted the following goals to achieve zero net energy (ZNE) levels by 2030 in the commercial sector:

Goal 1: New construction will increasingly embrace zero net energy performance (including clean, distributed generation), reaching 100 percent penetration of new starts in 2030.

Goal 2: 50 percent of existing buildings will be retrofit to zero net energy by 2030 through achievement of deep levels of energy efficiency and with the addition of clean distributed generation.

Goal 3: Transform the commercial lighting market through technological advancement and innovative utility initiatives.

California Energy Code

The State of California provides a minimum standard for energy conservation through Title 24, Part 6 California Code of Regulations, commonly referred to as the California Energy Code. The California Energy Code was first adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977. The standards are updated on a three-year cycle to allow for consideration and possible incorporation of new energy efficiency technologies and methods. In August 2021, the CEC adopted the 2022 California Energy Code, which went into effect on January 1, 2023. The 2022 standards require mixed-fuel single-family homes to be electric ready to accommodate replacement of gas appliances with electric appliances. In addition, the new standards also include prescriptive photovoltaic systems and battery requirements for high-rise, multifamily buildings (*i.e.*, more than three stories) and noncommercial buildings such as hotels, offices, medical offices, restaurants, retail stores, schools, warehouses, theaters, and convention centers (CEC 2021).

California Green Building Standards

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. CALGreen (24 California Code of Regulations, Part 11) was adopted as part of the California Building Standards Code. It includes mandatory requirements for new residential and nonresidential buildings throughout California. CALGreen is intended to (1) reduce GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the directives by the governor. The latest 2022 CALGreen code became effective on January 1, 2023.

The CALGreen code includes provisions to reduce construction waste, make buildings more efficient in the use of materials and energy, and reduce environmental impact during and after construction. CALGreen contains requirements for construction site selection, stormwater control during construction, construction waste reduction, indoor water use reduction, material selection, natural resource conservation, site irrigation conservation, etc. The code provides for design options, allowing the designer to determine how best to achieve compliance for a given site or building condition. The code also requires building commissioning, which is a process for verifying that all building systems (*e.g.,* heating and cooling equipment and lighting systems) are functioning at their maximum efficiency.

2016 Appliance Efficiency Regulations

The 2016 Appliance Efficiency Regulations (Title 20, California Code of Regulations Sections 1601 through 1608), combined with federal standards, set minimum efficiency levels for energy and water consumption in products, such as consumer electronics, household appliances, and plumbing equipment (CEC 2023a). Twenty-three categories of appliances are included in the scope of these regulations. The standards within these regulations apply to appliances that are sold or offered for sale in California, except those sold wholesale in California for final retail sale outside the state, and those designed and sold exclusively for use in recreational vehicles or other mobile equipment. These regulations exceed the standards imposed by all other states and they reduce GHG emissions by reducing energy demand.

California Energy Benchmarking and Disclosure (AB 802)

The Building Energy Benchmarking Program is mandated under AB 802 and requires owners of large commercial and multifamily buildings to report energy use to the CEC by June 1 annually. This program applies to all buildings with more than 50,000 square feet of gross floor area and owners of multifamily residential buildings with more than 50,000 square feet and 17 or more utility accounts. The bill requires each utility, upon the request and authorization of the owner, owner's agent, or operator of a building covered under the regulation, to deliver or provide aggregated energy usage data for a covered building. The required energy usage shall be reported to the CEC through the Energy Star Portfolio Manager.

California Renewable Portfolio Standards

A major component of California's Renewable Energy Program is the renewables portfolio standard established under SB 1078 (Sher) and SB 107 (Simitian). The standard requires that a specified percentage of the electricity that utilities provide comes from renewable resources. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. SB 1020, signed into law on September 16, 2022, requires renewable energy and zero-carbon resources to supply 90 percent of all retail electricity sales by 2035 and 95 percent by 2040. Additionally, SB 1020 requires all State agencies to procure 100 percent of electricity from renewable energy and zero-carbon resources by 2035.

CPUC Natural Gas Regulations

The CPUC regulates natural gas utility rates and services as well as the transportation of natural gas over the extensive transmission and distribution pipeline systems. The CPUC also regulates gas storage facilities. The Gas Safety and Reliability Branch of the CPUC ensures that natural gas pipeline systems are designed, constructed, operated, and maintained according to the safety standards set by the CPUC and the federal government. The regulations are provided in the CPUC General Order No. 112-E and the Natural Gas Pipeline Safety Act of 2011.

Local Regulations

City of Wildomar Municipal Code

The City of Wildomar Municipal Code includes various directives that pertain to energy and telecommunication infrastructure. The Municipal Code is organized by title, chapter, and section. Most provisions are found in Title 13, Public Services, Title 15, Building and Construction, and Title 17, Zoning.

- **Chapter 13.16, Underground Utility Districts,** describes how the City may designate an underground utility district area, the public hearing process for such designations, and the removal of associated overhead structures for public necessity, health, safety, and welfare. Exceptions for emergency services, street lighting and other facilities are provided in Sections 13.16.050 and 13.16.060.

- **Chapter 15.20, Green Building Code,** adopts the 2022 Green Building Code by reference. The City has also adopted the 2022 California Energy Code (California Code of Regulations, Title 24, Part 6) in Chapter 15.22, Energy Code.

- **Chapter 15.108, Expedited,** streamlined permitting process for small residential rooftop solar systems, established the permitting process for solar installations for residences.
- **Chapter 17.164, Wind Energy Resource Zone,** describes areas in the City suited for large scale development of wind energy and includes uses permitted, tower requirements, and development standards.
- **Chapter 17.224, Commercial Wind Energy Conversion (WECS) Permits,** describes the permit process for WECS including site plans, utility interconnection data, requirements for geotechnical reports, and safety standards.
- **Chapter 17.310, Wireless Communication Facilities,** includes provisions for concealed or disguised wireless communication facilities throughout the City to provide efficient new wireless communication services, minimize visual impacts, and ensure continuous maintenance of such facilities.

Existing Conditions

Electricity

The City is in the Southern California Edison (SCE) service area, which spans a 50,000 square mile area of southern California including Orange County and Riverside County to the south, Santa Barbara County to the west, and Mono County to the north, and the border of California to the east. Total electricity consumption in SCE's service area was 107,876 gigawatt-hours (GWh) in 2022 (CEC 2023b). Sources of electricity sold by SCE in 2021, the latest year for which data are available, were:

- 31.4 percent renewable, consisting mostly of solar and wind
- 2.3 percent large hydroelectric
- 22.3 percent natural gas
- 9.2 percent nuclear
- 0.2 percent other
- 34.6 percent unspecified sources—that is, not traceable to specific sources (SCE 2023)[10]

Total estimated existing electricity demand in Wildomar, based on data provided by SCE, is estimated at 133,215,294 kilowatt-hours (kWh) per year (133.2 GWh per year), as shown in Table 5.19-6, *Existing Electricity Demand*.

Table 5.19-6 Existing Electricity Demand

Area	Electricity Usage (kWh per year)
Residential	91,443,491
Nonresidential	41,771,803
Total	133,215,294

Source: Annual electricity consumption for the year 2019 based on previous years data (2018-2022) provided by SCE.

[10] The electricity sources listed reflect changes after the 2013 closure of the San Onofre Nuclear Generating Station, which is owned by SCE. Numbers are rounded up and may cause the total to not add up to exactly 100%.

Natural Gas

Southern California Gas Company (SoCalGas) provides natural gas service to the City of Wildomar. The service area of SoCalGas spans much of the southern half of California, from Imperial County to the southeast, San Luis Obispo County to the northwest, part of Fresno County to the north, and Riverside County and most of San Bernardino County to the east. Total natural gas consumption in the SoCalGas service area was 6,565 million of therms for 2022 (CEC 2023c).

Existing natural gas demands in the City, based on data provided by SoCalGas, are estimated at 5.0 million therms per year, as shown in Table 5.19-7, *Existing Natural Gas Demand*.

Table 5.19-7 Existing Natural Gas Demand

Sector	Natural Gas Usage (Therms per year)
Residential	4,378,058
Nonresidential	617,081
Total	4,995,139

Source: Annual natural gas consumption for year 2019 based on previous years data (2018-2022) provided by SoCalGas.

Telecommunications and Internet Providers

Telecommunications services include wireless internet, cell phone and land line telephone, cable television, and satellite television. There are numerous telecommunication and internet providers that serve the City. Telecommunication providers include AT&T, T-Mobile, Verizon, and others. Internet providers include Spectrum, Xfinity, AT&T, Frontier, T-Mobile, and others. Multiple choices give Wildomar residents and businesses a variety of options when choosing telecommunication providers. The current infrastructure is in place and sufficient to serve existing and future customers in Wildomar and the surrounding area.

5.19.5.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

U-1 Require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

5.19.5.3 PROPOSED GENERAL PLAN GOALS AND POLICIES

Open Space and Conservation Element

GOAL OS 2: Air quality is protected from adverse environmental factors that contribute to poor air quality.

- **Policy OS-2.5 Vehicle Charging Infrastructure.** Work with utility providers to expand EV charging infrastructure throughout the community to accelerate the use of zero emission vehicles, prioritizing multifamily, commercial, office, and municipal properties.

GOAL OS 6: Energy is used efficiently and sourced from resilient, low carbon, and renewable energy supplies.

- **Policy OS-6.1 Energy Conservation.** Encourage energy audits and energy-efficient retrofitting of existing buildings throughout the City.
- **Policy OS-6.2 Energy Transition.** Work with local energy providers and contractors to support residents and business owners transitioning to all-electric appliances and renewable energy.
- **Policy OS-6.3 Grid Reliability.** Support and encourage efforts by local energy service providers and other public agencies to improve the safety and resilience of the local power grid.
- **Policy OS-6.4 Energy Independence.** Increase the installation of on-site renewable energy systems in new and existing developments with the capacity to support these systems, enforcing the renewable energy requirements of the California Building Standards Code and encouraging buildings not covered by State requirements to install renewable energy systems.
- **Policy OS-6.5 Energy Storage.** Encourage new and existing buildings to include battery storage systems, especially at buildings with solar energy installations and municipal buildings that provide essential community services.
- **Policy OS-6.6 Municipal Energy Transition.** Transition municipal operations to renewable energy sources and electric building operations as feasible.
- **Policy OS-6.9 Cooling Elements.** Encourage site and building design that avoids unwanted heat gain from solar exposure and considers passive solar and wind design. Features that provide shading at suitable times of the day and year and generally should be "passive" or automatic, avoiding the need for occupants to regularly monitor or adjust them. Examples of passive and active solar and wind design include orienting buildings to maximize exposure to cooling effects of prevailing winds, daylighting design, natural ventilation, space planning, thermal massing, and locating landscaping and landscape structures to shade buildings.
- **Policy OS-6.10 Financing.** Partner with SCE, the Inland Regional Energy Network, and local solar installers to assist low-income homeowners and small business owners in identifying financing options for installation of rooftop solar energy systems, energy efficiency retrofits, energy storage, and electrification of existing buildings.

Circulation Element

GOAL CI 8: A robust network of infrastructure and utility systems supports the City's growth.

- **Policy CI-8.1 Collaborate with Utilities and Service Providers.** Work with utilities and service providers for water, wastewater, energy, and solid waste, including, but not limited to, Elsinore Valley Municipal Water District (EVMWD), CR&R, Southern California Edison (SCE) and SoCalGas, to ensure that services and facilities meet resident needs reliably and support the City's growth.

- **Policy CI-8.3 Telecommunications Systems and Access.** Work with telecommunications service providers to meet the facility and service demands of existing and future development and to provide equitable access to telecommunications infrastructure, including encouraging retrofit and expansion of existing high speed internet systems and inclusion in all new housing.

5.19.5.4 ENVIRONMENTAL IMPACTS

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.19-8: Implementation of the proposed project would not require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. [Threshold U-1]

Electricity

Electrical service to the City is provided by SCE through connections to existing off-site electrical lines and new on-site infrastructure. As shown in Table 5.19-8, *Year 2045 Forecast Electricity Consumption*, by horizon year 2045, electricity use in the City would increase by 109,987,393 kilowatt-hours (kWh) per year, or approximately 83 percent, from existing conditions. The increase of 109,987,393 kWh/year (110 gigawatt-hours [GWh]/year) is approximately 0.1 percent of the total electricity consumption for SCE in 2022 of 107,876 GWh/year. Total electricity consumption in SCE's service area is forecast to decrease by approximately 1,068 GWh/year between 2020 and 2035 (CEC 2023b). Additionally, the Proposed General Plan includes Policy OS-6.1, which would improve buildings energy-efficiency through energy audits throughout Wildomar. Therefore, project development would not require SCE to obtain new or expanded electricity supplies, and impacts would be less than significant.

Table 5.19-8 Year 2045 Forecast Electricity Consumption

Area	Electricity Usage, kWh per year (Subtotal)		
	Existing Baseline[1]	Horizon Year 2045 Forecast[2]	Net Change
Residential	91,443,491	160,033,737	68,590,246
Nonresidential	41,771,803	83,168,950	41,398,147
Total	133,215,294	243,202,687	109,987,393

[1] Electricity usage is provided by SCE.
[2] Residential energy and nonresidential energy forecasts are adjusted for increases in housing and employment, respectively, in the City and do not account for reductions due to increase in energy efficiency from compliance with the Building Energy Efficiency Standards and CALGreen.

Natural Gas

As shown in Table 5.19-9, *Year 2045 Forecast Natural Gas Consumption*, existing natural gas use in the City totals 4,995,139 therms annually. By 2045, natural gas use in the City would increase by 3,895,455 therms annually, or approximately 78 percent, from existing conditions to a total of 8,890,594 therms per year. This increase is less than 0.01 percent of the total natural gas consumed in the SoCalGas service area in 2022 of 6,565 million therms. Additionally, the Proposed General Plan includes Policy OS-6.2, which supports the transition to all-electric appliances for residents and businesses. Therefore, development pursuant to the Proposed General Plan would not require SoCalGas to obtain new or expanded natural gas supplies, and impacts would be less than significant.

Table 5.19-9 Year 2045 Forecast Natural Gas Consumption

Area	Natural Gas Usage, therms per year (Subtotal)		
	Existing Baseline[1]	Horizon Year 2045 Forecast[2]	Net Change
Residential	4,378,058	7,661,967	3,283,909
Nonresidential	617,081	1,228,627	611,546
Total	4,995,139	8,890,594	3,895,455

[1] Natural gas usage data provided by SoCalGas.
[2] Residential energy and nonresidential energy forecasts are adjusted for increases in housing and employment, respectively, in the City and do not account for reductions due to increase in energy efficiency from compliance with the Building Energy Efficiency Standards and CALGreen.

While the electricity and natural gas demand for the City would increase compared to existing conditions, development accommodated under the Proposed General Plan would be required to comply with the current and future updates to the Building Energy Efficiency Standards and CALGreen, which would contribute to reducing the energy demands shown in Tables 5.19-8 and 5.19-9. New and replacement buildings in compliance with these standards would generally have greater energy efficiency than existing buildings. It is anticipated that each update to the Building Energy Efficiency Standards and CALGreen will result in greater building energy efficiency and move closer toward buildings achieving zero net energy usage.

Telecommunications

Infrastructure supporting telecommunications services associated with the Proposed General Plan would be provided and installed in compliance with all State and local regulations. Furthermore, a number of franchised telecommunications providers are available in the region, and no significant expansion or construction of the telecommunications network is anticipated as a result of implementation of the proposed project. Additionally, Proposed General Plan Policy CI-8.3 calls for working with telecommunications service providers to ensure that facility and service demands are met. Therefore, the Proposed General Plan would not require new or expanded telecommunication facilities, the construction or relocation of which could cause significant environmental effects, and impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.19-8 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.19-8 would be less than significant.

5.19.5.5 CUMULATIVE IMPACTS

The area considered for cumulative impacts are the service areas of SCE for electricity, SoCalGas for natural gas, and the service boundaries of the various telecommunications providers. Other projects within these service areas would increase electricity, natural gas, and telecommunications demands.

The CPUC has identified the Integrated Energy Policy Report as "the appropriate venue for considering issues of load forecasting, resource assessment, and scenario analyses, to determine the appropriate level and ranges of resource needs for load serving entities in California" (CEC 2020). The report shows that California's electricity sector is leading efforts to reduce GHG emissions and there has been an increase in electricity consumption of only 10 percent while California's economy grew by 54 percent between 2000 and 2018 (CEC 2020). Natural gas consumption is expected to level out between 2020 and 2030 with no significant increase due to energy savings from new building standards and the implementation of City and County ordinances that require new construction to have all-electric appliances and heating (CEC 2020).

In addition, all future projects developed within the SCE service areas would implement the requirements of the California Energy Code and CALGreen Building Code. New buildings would also use new energy-efficient appliances and equipment, pursuant to the Appliance Efficiency Regulations. Counties and cities review project design plans against these codes and ensure compliance before issuing construction permits. These measures would reduce the overall consumption of electricity and natural gas.

The energy providers and telecommunications providers that serve the City indicate that they have the capability to serve future increases in population within their service areas without significant changes to the existing infrastructure. In addition, the Proposed General Plan includes policies that would contribute to minimizing inefficient, wasteful, or unnecessary energy consumption and ensure compliance with State, regional, or local plans for renewable energy, therefore avoiding the need for new or expanded electric power and natural gas facilities. Therefore, the Proposed General Plan would not result in a cumulatively considerable impact to electric power, natural gas, or telecommunication facilities and cumulative impacts would be less than significant.

5.19.6 References

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5.20 WILDFIRE

This section of the DEIR evaluates the potential for implementation of the proposed project to exacerbate wildfires in the City of Wildomar. Cumulative impacts related to wildfire are based on Fire Hazard Severity Zones (FHSZ) mapped by the California Department of Forestry and Fire Protection (CAL FIRE).

FOCAL POINT

This chapter provides an overview of the wildfire risks in the City of Wildomar. The eastern and western portions of Wildomar are in Very High Fire Hazard Severity Zones. Additionally, there is some risk of landslides and flooding after the occurrence of wildfire. Although wildfire risks are present in the City, with adherence to building practices, such as the Very High Fire Hazard Severity Zone Fire Safe Regulations, California Building Code and California Fire Code, and the General Plan Safety Element policies included in this section, impacts would be reduced to less than significant.

5.20.1 Environmental Setting

5.20.1.1 REGULATORY BACKGROUND

Federal Regulations

National Fire Protection Association Standards

National Fire Protection Association (NFPA) codes, standards, recommended practices, and guides are developed through a consensus standards development process approved by the American National Standards Institute. NFPA standards are recommended (advisory) guidelines in fire protection but are not laws or "codes" unless adopted or referenced as such by the California Fire Code or local fire agency. Specific standards applicable to wildland fire hazards include, but are not limited to:

- **NFPA 1141**, Fire Protection Infrastructure for Land Development in Wildlands
- **NFPA 1142**, Water Supplies for Suburban and Rural Fire Fighting
- **NFPA 1143**, Wildland Fire Management
- **NFPA 1144**, Reducing Structure Ignition Hazards from Wildland Fire
- **NFPA 1710**, Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations

State Regulations

California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (CAL FIRE) is dedicated to the fire protection and stewardship of over 31 million acres of California's wildlands. CAL FIRE provides fire assessment and

firefighting services for land in State Responsibility Areas (SRA), conducts educational and training programs, provides fire planning guidance and mapping, and reviews general plan safety elements to ensure compliance with State fire safety requirements. CAL FIRE staff, or a designee, also reviews building permit applications, parcel maps, and use permits for construction or development in SRAs and Local Responsibility Areas (LRA).

The Board of Forestry and Fire Protection is a government-appointed approval body within CAL FIRE. It is responsible for developing the general forest policy of the state, determining the guidance policies of CAL FIRE, and representing the state's interest in federal forestland in California. The Board of Forestry and Fire Protection also promulgates regulations and approves general plan safety elements that are adopted by local governments for compliance with State statutes.

The California Office of the State Fire Marshal supports the mission of CAL FIRE by focusing on fire prevention. These responsibilities include regulating buildings in which people live, congregate, or are confined; controlling substances and products that may, in and of themselves or by their misuse, cause injuries, death, and destruction by fire; providing statewide direction for fire prevention within wildland areas; regulating hazardous liquid pipelines; developing and renewing regulations and building standards; and providing training and education in fire protection methods and responsibilities. These are accomplished through major programs, including engineering, education, enforcement, and support from the Board of Forestry and Fire Protection. For jurisdictions in SRAs or very high fire hazard severity zones (FHSZ), the Land Use Planning Program division of the Office of State Fire Marshal reviews safety elements during the update process to ensure consistency with California Government Code, Section 65302(g)(3).

Together, the Board of Forestry and Fire Protection, Office of State Fire Marshal, and CAL FIRE protect and enhance the forest resources of all wildland areas of California that are not under federal jurisdiction.

Fire Hazard Severity Zones and Responsibility Areas

CAL FIRE designates Fire Hazard Severity Zones (FHSZs) as authorized under California Government Code Sections 51175 et seq. FHSZs may be designated Very High, High, or Moderate. CAL FIRE considers many factors when designating FHSZs, including fire history, existing and potential vegetation fuel, flame length, blowing embers, terrain, and weather patterns for the area. CAL FIRE designates FHSZs in two types of areas depending on which level of government is financially responsible for fire protection.

- **Local Responsibility Area (LRA).** Incorporated communities are financially responsible for wildfire protection.
- **State Responsibility Area (SRA).** CAL FIRE and contracted counties are financially responsible for wildfire protection.

CAL FIRE Strategic Fire Plan

CAL FIRE produced the 2018 *Strategic Fire Plan for California*, with goals, objectives, and policies to prepare for and mitigate the effects of fire on California's natural and built environments (CAL FIRE 2018). The 2018 Strategic Plan focuses on fire prevention and suppression activities to protect lives, property, and

ecosystems in addition to providing natural resource management to maintain state forests as a resilient carbon sink to meet California's climate change goals. A key component of the 2018 *Strategic Fire Plan for California* is the collaboration between communities to ensure fire suppression and natural resource management is successful (CAL FIRE 2018).

State Responsibility Area and Very High Fire Hazard Severity Zone Fire Safe Regulations

California Code of Regulations (CCR) Title 14, Division 1.5, Chapter 7, Subchapter 2, SRA/Very High FHSZ Fire Safe Regulations, establishes minimum wildfire protection standards for construction and development in the SRA and Very High FHSZs and requires CAL FIRE to review development proposals and enact recommendations that serve as conditions of approval in these zones. These regulations apply to all residential, commercial, and industrial buildings, and all tentative and parcel maps in the SRA and Very High FHSZs. These standards include basic emergency access and perimeter wildfire protection measures, signing and building numbering, private water supply resources for emergency fire use, and vegetation modification. Fire Safe Regulations also include a minimum setback of 30 feet for all buildings from property lines and/or the center of a road. Section 1273.08, Dead-End Roads, of these standards provides regulations for the maximum lengths of single-access roadways:

- Parcels zoned for less than one acre: 800 feet
- Parcels zoned for 1 acre to 4.99 acres: 1,320 feet
- Parcels zoned for 5 acres to 19.99 acres: 2,640 feet
- Parcels zoned for 20 acres or larger: 5,280 feet

Fire Safe Regulations, Section 1299.03, Fire Hazard Reduction Around Buildings and Structure Requirements, provides defensible space requirements for areas within 30 feet of a structure (Zone 1) and between 30 and 100 feet from a structure (Zone 2). In Zone 1, all dead and dying plants must be removed, as must any vegetation that could catch fire. In Zone 2, horizontal and vertical spacing among shrubs and trees must be created and maintained.

Public Resources Code Section 4291

Public Resources Code (PRC) Section 4291, Mountainous, Forest-, Brush- and Grass-Covered Lands, is intended for any person who owns, lease, controls, operates, or maintains a building or structure in a mountainous area, forest-covered lands, shrub-covered lands, grass-covered lands, or land that is covered with flammable material, regardless of whether the property is in an SRA or Very High FHSZ. This section requires defensible space to be maintained within 100 feet from each side of a structure. An ember-resistant zone is also required within 5 feet of a structure and more intense fuel reduction between 5 and 30 feet of a structure.

California Fire Code

The CFC incorporates, by adoption, the International Fire Code of the International Code Council, with California amendments. This is the official fire code for the State and all political subdivisions. It is found in 24 CCR Part 9, and like the CBC, is revised and published every three years by the California Building

Standards Commission. Also like the CBC, the CFC is effective statewide, but a local jurisdiction may adopt more restrictive standards based on local conditions. The City of Wildomar regularly adopts each new CFC update under Section 8.28, Fire Code, of the Wildomar Municipal Code. The CFC is a model code that regulates minimum fire safety regulations for new and existing buildings; facilities; storage; processes, including emergency planning and preparedness; fire service features; fire protection systems; hazardous materials; fire flow requirements; and fire hydrant locations and distribution. Typical fire safety requirements include installation of sprinklers in all buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas.

Fire Safety During Construction and Demolition

Chapter 33 of the CFC, Fire Safety During Construction and Demolition, provides requirements for fire safety precautions during construction and demolition of a development project. The purpose of this chapter is to provide reasonable safety to life and property from fire during construction and demolition operations, including those in underground locations. Specific requirements include a prohibition of smoking on-site, except for in approved areas; management of combustible materials and debris; cutting and welding; electrical wiring; and cooking. Additional requirements include the preparation of site safety plans prior to building permit issuance, providing fire watch during nonworking hours, and maintaining water supply for fire protection as soon as combustible materials arrive on a project site.

Wildland-Urban Interface Areas

Chapter 49, Requirements for Wildland Urban Interface Fire Areas, of the CFC applies to any geographical area identified as a FHSZ by CAL FIRE. It defines FHSZs, connects to the SRA/Very High FHSZ Fire Safe Regulation requirements for defensible space, and parallels requirements for wildfire protection building construction and hazardous vegetation fuel management in other sections of the CCR and the PRC. Chapter 49 of the 2022 CFC includes a definition for the wildland-urban interface (WUI) and provides requirements for fire protection plans, landslide plans, long-term vegetation management, and creation and maintenance of defensible space for all new development within the WUI.

California Building Code

The California Building Code (CBC), Part 2 of CCR Title 24, identifies building design standards, including those for fire safety. It is effective statewide, but a local jurisdiction may adopt more restrictive standards based on local conditions under specific amendment rules prescribed by the State Building Standards Commission. Residential buildings are plan-checked by local city building officials for compliance with the CBC and any applicable local edits. Typical fire safety requirements of the CBC include the installation of sprinklers in buildings and other facilities; the establishment of fire-resistance standards for fire doors, building materials, and particular types of construction in high FHSZs; requirements for smoke-detection systems; exiting requirements; and the clearance of debris.

Chapter 7A of the CBC, Materials and Methods for Exterior Wildfire Exposure, prescribes building materials and construction methods for new buildings in an FHSZ or Wildland Urban Interface. Chapter 7A contains requirements for roofing; attic ventilation; exterior walls; exterior windows and glazing; exterior doors;

decking; protection of underfloor, appendages, and floor projections; and ancillary structures. Other requirements include vegetation management compliance, as prescribed in the CFC Section 4906 and PRC Section 4291.

California Public Utilities Commission

In 2007, wildfires in southern California were ignited by overhead utility power lines and aerial communication facilities near power lines. In response, the California Public Utilities Commission (CPUC) began considering and adopting regulations to protect the public from fire hazards due to overhead power lines and nearby aerial communication facilities. The CPUC published a Fire Threat Map under Rulemaking 15-05-006, following procedures in Decision 17-01-009, revised by Decision 17-06-024, which adopted a work plan for the development of a utility High Fire Threat District where enhanced fire safety regulations in Decision 17-12-024 apply (CPUC 2021). The fire regulations require electric utilities to (CPUC 2017):

- Prioritize the correction of safety hazards.
- Correct nonimmediate fire risks in "Tier 2" (elevated fire threat) areas on the CPUC High Fire-Threat District within 12 months, and in "Tier 3" (extreme fire threat) areas within 6 months.
- Maintain increased clearances between vegetation and power lines within the High Fire Threat District.
- Maintain stricter wire-to-wire clearances for new and reconstructed facilities in Tier 3 areas.
- Conduct annual inspections of overhead distribution facilities in rural areas of Tier 2 and Tier 3 areas.
- Prepare a fire prevention plan annually if overhead facilities exist in the High Fire Threat District.

Regional Regulations

CAL FIRE's County of Riverside Unit Strategic Plan

CAL FIRE prepares a California Strategic Plan to govern operations statewide. The California Strategic Plan is implemented through individual "unit plans" that are prepared for different regions for the state. CAL FIRE's fire suppression operations are organized into 21 units that geographically follow county lines. CAL FIRE has adopted a Riverside Unit Fire Plan that covers Riverside County. The unit plan sets forth the agency's priorities for the prevention, protection, and suppression of wildfires. The overall goal of the Riverside County Unit Fire Plan is to reduce total costs and losses from wildland fire in the unit by protecting assets at risk through focused pre-fire management prescriptions increasing initial attach success.

Local Regulations

City of Wildomar Municipal Code

The purposes of Chapter 2.32, Disaster Relief, are to provide for the preparation and carrying out of plans for the protection of persons and property within this City in the event of an emergency; the direction of the emergency organization; and the coordination of the emergency functions of this City with all other public

agencies, corporations, organizations, and affected private persons. As indicated in Section 2.32.080, Emergency Plan, the Wildomar Disaster Council is responsible for the development of the City's emergency plan, which shall provide the effective mobilization of all the resources of the City, both public and private, to meet any condition constituting a local emergency or state of war emergency; and shall provide for the organization, powers and duties, and staff of the emergency organization.

Moreover, according to Section 8.28, Fire Code, of the Wildomar Municipal Code, the City adopted the 2022 California Fire Code. The State adopts a new California Fire Code every three years.

Section 13.16, Underground Utility Districts, of the Wildomar Municipal Code, was adopted in 2008 with the goal of creating districts throughout the City where poles, overhead wires, and associated overhead structures would be prohibited. This designation requires utility owners and property owners to underground utility lines in the district.

Section 15.96, Flood Hazard Area Regulations, of the Wildomar Municipal Code, was adopted in pursuant to the National Flood Insurance Program to protect public health, safety and welfare and minimize public and private costs caused by flooding by regulating development within flood hazard areas.

2022 Wildomar Local Hazard Mitigation Plan

The purpose of the LHMP is to identify the City's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences and set goals and actions to reduce and/or eliminate potential risks to people and property from natural and manmade hazards (Wildomar 2022).

City of Wildomar Emergency Operations Plan

The City of Wildomar Emergency Operations Plan outlines the City's response to extraordinary emergencies, including natural disasters, technological incidents, and national security emergencies. The Emergency Operations Center is responsible for directing and coordinating various departments and agencies in emergency response activities. The plan aims to establish the framework for implementing Standard Emergency Management System (SEMS) and the National Incident Management System (NIMS) for Wildomar, located within Riverside County and Mutual Aid Region VI. The plan aims to facilitate multi-agency and multi-jurisdictional coordination in emergency operations, particularly between the City of Wildomar, Riverside County, special districts, and State agencies.

2021-2029 Safety Element

The City's Safety Element conveys the City's goals, policies, and actions to minimize the hazards to safety in and around Wildomar. It identifies the natural and human-caused hazards that affect existing and future development and provides guidelines for protecting residents, employees, visitors, and other community members from injury and death. It describes present and expected future conditions and sets policies and standards for improved public safety. The Safety Element also seeks to minimize physical harm to the buildings and infrastructure in and around Wildomar to reduce damage to local economic systems, community services, and ecosystems (Wildomar 2021). The following policies from the Safety Element pertain to wildfires:

- **Policy S-1.** Enforce state laws aimed at identification, inventory, and retrofit of existing vulnerable structures and mitigate hazard impacts through adoption and strict enforcement of current building codes, which will be amended as necessary when local deficiencies are identified.

- **Policy S-7.** Require geological and geotechnical investigations in areas with potential for earthquake-induced liquefaction, landslides, or settlement, for any building proposed for human occupancy and any structure whose damage would cause harm, except for accessory buildings.

- **Policy S-11.** Require the following in landslide susceptibility classes III and above, or when deemed necessary by the California Environmental Quality Act, prior to the issuance of development permits or approval of project designs:

    1. Preliminary geotechnical and geologic investigations, including certification regarding the stability of the site against adverse effects of earthquake and subsidence.
    2. Evaluations of site stability, including any possible impact on adjacent properties.
    3. Consultant reports, investigations, and design recommendations required for grading permits, building permits, and subdivision applications, prepared by state-licensed professionals.

- **Policy S-12.** Require new development in areas prone to geologic hazards (*e.g.,* landslides, steep topography, slope instability) to be designed to adequately reduce these hazards and loss of native vegetation. Grading plans, environmental assessment, engineering and geologic technical reports, irrigation and landscaping plans, including ecological restoration and revegetation plans, shall be required as appropriate, to ensure the adequate demonstration of a project's ability to mitigate these potential impacts. Any development in hillside areas shall prepare drainage plans to direct runoff and drainage away from potentially unstable slopes.

- **Policy S-13.** During permit review, identify and require mitigation of on-site slope instability, debris flow, and erosion hazards on lots undergoing substantial improvements. "Substantial improvements" means any reconstruction, rehabilitation, addition, or other improvement of a structure, the cost of which equals or exceeds 50 percent of the market value of the structure before the start of construction of the improvement.

- **Policy S-14.** Conduct slope stabilization practices on existing public property and support slope stabilization activities on private property located on unstable hillside areas, especially slopes with recurring failures where City property or public right-of-way is threatened from slope instability, or where considered appropriate and urgent by the City of Wildomar Engineer, Fire Department, or Sheriff Department.

- **Policy S-19.** For new construction and proposals for substantial improvements to residential and nonresidential development within 100-year floodplains as mapped by the Federal Emergency Management Agency (FEMA) or as determined by site-specific hydrologic studies for areas not mapped by FEMA, Wildomar shall apply a minimum level of acceptable risk and disapprove projects that cannot mitigate the hazard to the satisfaction of the Building Official or other responsible agency.

- **Policy S-20.** All residential, commercial, and industrial structures shall be flood-proofed from the mapped 100-year storm flow, or to an appropriate level determined by site-specific hydrologic studies for areas mapped by the Federal Emergency Management Agency. This may require that the finished floor elevation be constructed at such a height as to meet this requirement. Nonresidential (commercial or industrial) structures may be allowed with a "flood-proofed" finished floor below the Base Flood Elevation (*i.e.,* 100-year flood surface) to the extent permitted by state, federal, and local regulations. New critical facilities shall be constructed above-grade to the satisfaction of the Building Official, based on federal, state, or other reliable hydrologic studies. To the extent that residential, commercial, or industrial structures cannot meet these standards, they shall not be approved.

- **Policy S-44.** All proposed development and construction within Very High Fire Hazard Severity Zones shall be reviewed by the Riverside County Fire Department and Wildomar Building and Safety Development for consistency with the following requirements before the issuance of any building permits:

    1. All proposed development and construction shall meet minimum state, county, and local standards for fire safety, as defined in the City of Wildomar Building or Fire Codes, or by City zoning, or as dictated by the Building Official or the Transportation Land Management Agency based on building type, design, occupancy, and use.
    2. In addition to the standards and guidelines of the California Building Code, California Fire Code, the Wildomar Municipal Code, and other appropriate fire safety provisions, developments shall incorporate additional standards for high-risk, high-occupancy, and dependent facilities where appropriate under the City of Wildomar Fire Code. These shall include assurance that structural and nonstructural architectural elements of the building will not impede emergency egress for fire safety staffing/personnel, equipment, and apparatus; nor hinder evacuation from fire, including potential blockage of stairways or fire doors.
    3. Proposed development and construction in Very High Fire Hazard Severity Zones shall provide secondary public access, in accordance with City of Wildomar ordinances. There shall be multiple points of ingress and egress that allow for emergency response vehicle access. Points of access shall also include visible street signs and sufficient water supplies and infrastructure for structural fire suppression.
    4. Proposed development and construction in Very High Fire Hazard Severity Zones shall use single roads to enhance fuel modification areas, unless otherwise determined by the Riverside County Fire Chief.
    5. Proposed development and construction in Very High Fire Hazard Severity Zones shall provide a fire protection plan that includes defensible space or fuel modification zones to be located, designed, constructed, and maintained to provide adequate defensibility from wildfires.
    6. Prior to the approval for all parcel maps and tentative maps, the City shall require as a conditions of approval, the developer meet or exceed the California Fire and Building code including Title 14 Regulations, particularly those regarding road standards for ingress, egress, and fire equipment access (see California Government Code, Section 66474.02.).

- **Policy S-45.** Monitor fire-prevention measures (*e.g.,* fuel reduction) required through a site-specific fire-prevention plan to reduce long-term risks in Very High Fire Hazard Severity Zones.

- **Policy S-46.** For existing non-conforming development, the City shall work with property owners to improve or mitigate access, water supply and fire flow, signing, and vegetation clearance to meet current State and/or locally adopted fire safety standards.

- **Policy S-47.** Require proposed development in Very High Fire Hazard Severity Zones to be located where fire and emergency services are available or will be constructed as part of the proposed development activities. These services shall meet the minimum travel times identified in Riverside County Fire Department Fire Department Fire Protection and Emergency Management Services' Strategic Master Plan.

- **Policy S-48.** The City shall require all new development projects with land classified as state responsibility areas (Public Resources Code Section 4102), land classified as very high fire hazard severity zones (VHFHSZs; Section 51177), or within areas defined as a "wildland urban interface" (WUI), to prepare a long-term comprehensive fuel reduction and management program, including provisions for multiple points of ingress and egress to improve evacuation and emergency response access and adequate water infrastructure for water supply and fire flow, and fire equipment access.

- **Policy S-49.** Require that conceptual landscaping plans for development in Very High Fire Hazard Severity Zones identified by CAL FIRE and reviewed by Planning and Fire Departments prior to the issuance of development permits. The conceptual landscaping plan of the proposed development shall, at the minimum, include:

    1. Site plan, planting plan, planting palette, and irrigation plan to reduce the risk of fire hazards with consideration to site conditions, including slope, structures, and adjacencies.
    2. Defensible space maintenance plan.
    3. Provision of multiple points of ingress and egress to improve evacuation and emergency response access and adequate water infrastructure for water supply and fire flow, and fire equipment access.

- **Policy S-50.** Site design for development in Very High Fire Hazard Severity Zones shall be required to account for topographical conditions and reduce the increased risk for sites located near ridgelines, plateau escarpments, saddles, hillsides, peaks, or other areas where the terrain or topography affect its susceptibility to wildfires by:

    1. Providing fuel modification zones with removal of combustible vegetation while minimizing visual impacts and limiting soil erosion.
    2. Replacing combustible vegetation with fire-resistant to stabilize slopes.
    3. Submitting topographic map with site-specific slope analysis.
    4. Submitting erosion and sedimentation control plans
    5. Providing a minimum 30-foot setback from the edge of the fuel modifications zones.

6. Minimizing disturbance of 25 percent or greater natural slopes.

- **Policy S-51.** Locate new critical public facilities outside of Fire Hazard Severity Zones. Critical facilities include emergency shelters, emergency command and communication facilities, and hospital and healthcare centers. If no feasible alternative site exists, ensure that these facilities incorporate all necessary protections to allow them to continue to serve community needs during and after disaster events.

- **Policy S-52.** Site all new non-critical public facilities in areas outside of identified fire hazard severity zones and wildland-urban interface or fire threat areas, as feasible.

- **Policy S-102.** Coordinate with utility companies to minimize service interruptions, such as Public Safety Power Shutoffs, before, during, and after hazardous conditions, including options to harden and underground utility lines.

5.20.1.2 EXISTING CONDITIONS

The City of Wildomar is in western Riverside County and is bordered by the City of Lake Elsinore to the north and northwest, unincorporated Riverside County to the west, City of Murrieta to the south, and City of Menifee to the east. The City is characterized by its predominantly low- to medium-density residential uses.

Wildfire Background

The term "wildfire" refers to fires that usually result from the ignition of dry grass, brush, or timber. Historically, wildfires commonly occurred in areas that are characterized by steep or heavily vegetated areas, which make suppression of the fire difficult. More recently, wildfires have been encroaching into more urban areas within the wildland-urban interface, threatening homes, businesses, and essential infrastructure. While wildfires play an important role in the ecology of many natural habitats, as urban development moves into areas susceptible to wildfire hazards, risks to human safety and property increase.

Types of Wildfires

There are three basic types of wildfires (NRC 2021):

- **Crown fires** burn up the entire lengths to the tops of trees and are the most intense and dangerous wildland fires.

- **Surface fires** burn surface litter and duff[1] and are known for being the easiest fires to extinguish and to cause the least damage. Brush and small trees enable surface fires to reach treetops, and so are referred to as ladder fuels.

- **Ground fires** occur in deep accumulations of dead vegetation that become dry enough to burn. These fires move very slowly but can become difficult to extinguish.

[1] Duff: partially decayed leaves, needles, grass or other organic material accumulated on the ground (CAL FIRE 2021a).

Wildfires burn in many types of vegetation—forest, woodland, scrub, chaparral, and grassland. Many species of native California plants are adapted to fire, and habitats such as chaparral shrubs and conifer forests can recover from fire. For example, some species of chaparral plants, such as ceanothus, require intense heat for germination and therefore have flammable resins on leaves and roots that can quickly sprout up in burned areas (NPS 2018). Annually since 2000, the average annual acres burned in California has more than doubled the average of the 1960s (CAL FIRE 2018). Wildfires have been observed to be more frequent and growing in intensity, with 4,304,379 acres burned in 2020, 2,569,386 acres burned in 2021, 331,360 acres in 2022, and 257,220 acres burned in 2023 (as of September 10) (CAL FIRE 2020a, 2021b, 2022, 2023a).

Wildfire Causes

Although the term "wildfire" suggests natural origins, a 2017 study that evaluated 1.5 million wildfires in the United States between 1992 and 2012 found that humans were responsible for igniting 84 percent of wildfires, accounting for 44 percent of acreage burned (Balch et al. 2017). The three most common types of human-caused wildfires are debris burning (*e.g.,* burning logging slash, farm fields, and trash), arson, and equipment use (PBI 2007). Power lines can also ignite wildfires through downed lines, vegetation contact, conductors that collide, and equipment failures (TWMP 2014). CAL FIRE determined that the 5-year average between 2019 and 2023 was 5,812 wildland fires and 1,027,913 acres burned (CAL FIRE 2023b). Lightning is the most common cause of nature-induced wildfire (Balch et al. 2017).

An analysis of U.S. Forest Service wildfire data from 1986 to 1996 published by the Pacific Biodiversity Institute (PBI) determined that 95 percent of human-caused wildfires and 90 percent of all wildfires were within 0.5 miles of a road, and that about 61 percent of all human-caused wildfires occurred within approximately 650 feet of a road. The study concluded that the increase in human-caused ignition greatly outweighs the benefits of increased access for firefighters (PBI 2007).

There are three primary methods of wildfire spread:

- **Embers.** Embers are glowing or burning pieces of vegetation or construction debris that are lofted during a wildfire and can move up to a mile ahead of a wildfire, especially during high winds. Embers are the most prolific cause of igniting homes, at a rate of two out of every three homes destroyed. These small embers or sparks may fall on the vegetation near a home (*e.g.,* on dry leaves, needles, or twigs on the roof) and subsequently ignite the home. Constructing homes of fire-resistant materials can harden homes and prevent them from being ignited by flying embers, which can travel as much as a mile away from a wildfire (CAL FIRE 2019).

- **Direct Flame Contact.** Direct flame contact refers to the transfer of heat by direct flame exposure. Direct contact will heat the building materials of the home, and if the time and intensity of exposure is severe enough, windows will break, and materials will ignite.

- **Radiant Heat.** A house can catch fire from the heat that is transferred to it from nearby burning objects, even in the absence of direct flames or embers. By creating defensible space around homes, the risk from radiant heat is significantly reduced.

Secondary Effects of Wildfires

After a high intensity wildfire is suppressed, the burn scar is typically bare of its vegetative cover, which had supported the hillsides and steeper slopes. As a result, rainstorms increase the possibility of severe landslides and debris flows in these areas. The intense heat from the fire can also cause a chemical reaction in the soil that makes it less porous, causing water to run off during precipitation events, which can lead to flooding downstream.

In addition to damaging natural environments, wildfires can injure and cause fatalities to residents and firefighters, as well as damage or destroy structures and personal property. Wildfires also deplete water reserves, down power lines, disrupt communication services, and block evacuation routes, which can isolate communities. Wildfires can also indirectly cause flooding if flood control facilities become inadequate to handle increases in storm runoff, sediment, and debris that are likely to be generated from burn scars. Regionally, smoke from wildfires can create poor air quality that can last for days or weeks depending on the scale of the wildfire and wind patterns.

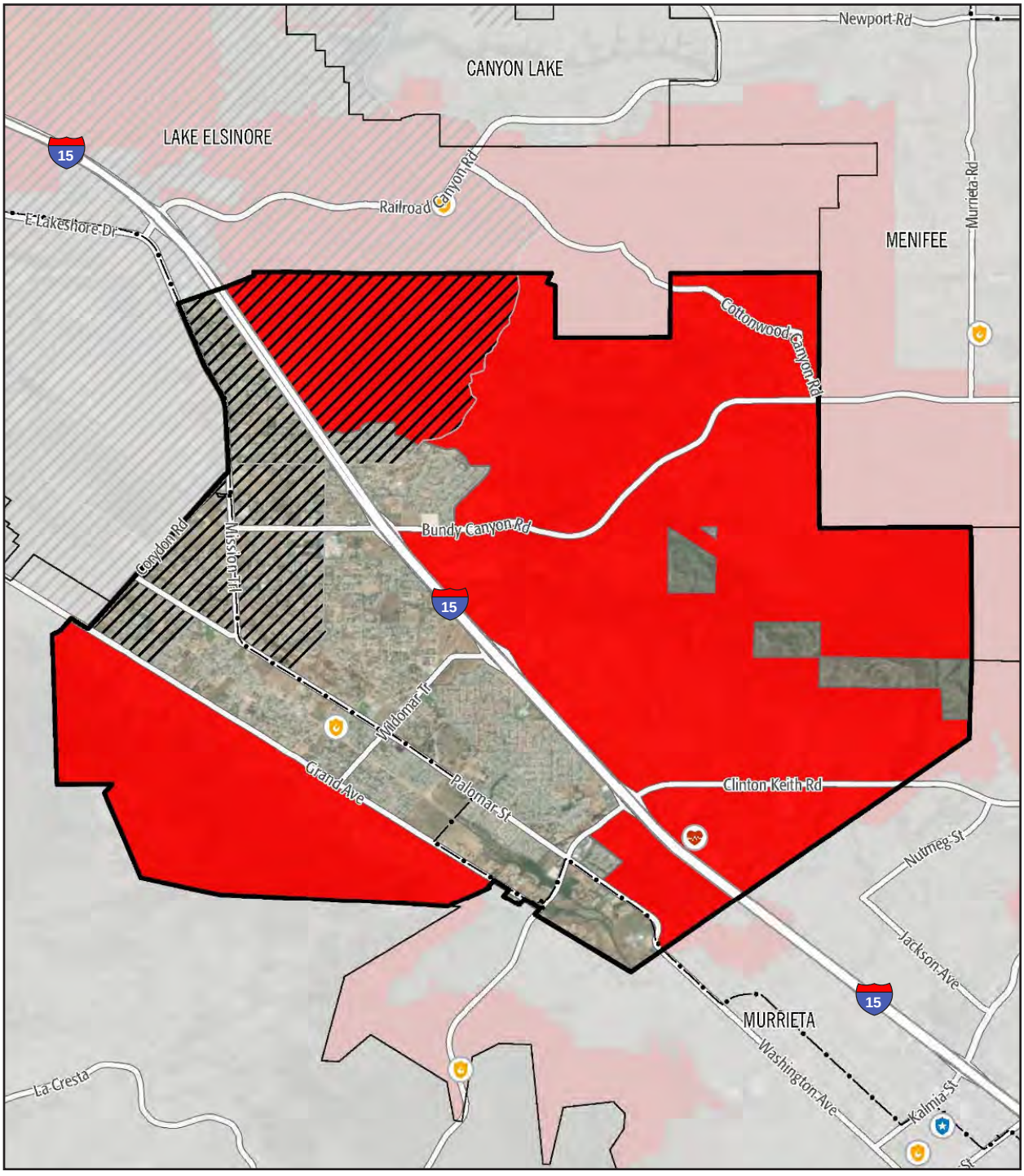
Wildfire in Wildomar

The geography, weather patterns, and vegetation in Wildomar and surrounding areas provide ideal conditions for recurring wildfires. As recent wildfire activity revealed, several areas of Wildomar face some level of threat from wildland fire. As shown in Figure 5.20-1, *Fire Hazard Severity Zones,* very high FHSZs are located throughout the City, including north of I-15 and east towards the City boundary, southwest of Grand Avenue, and south of Clinton Keith Road between Palomar Street and I-15.

Figure 5.20-2, *Wildland-Urban Interface,* shows the WUI areas in Wildomar. WUI areas occur when urban development is intermixed with wildland vegetation, or when pockets of wildland vegetation occur inside developed areas. The WUI is subdivided into the intermix zone (where houses and wildland vegetation directly mingle), the interface zone (housing adjacent to wildland vegetation, but not mingled with it), and the influence zone (areas of wildfire-susceptible vegetation surrounding the other zones). The interface and intermix zones carry the highest risk for wildfires affecting developed areas. Unlike wildfire in wildland areas, fires in WUI areas are more likely to damage or destroy buildings and infrastructure that support populations, the economy, and key services in the City.

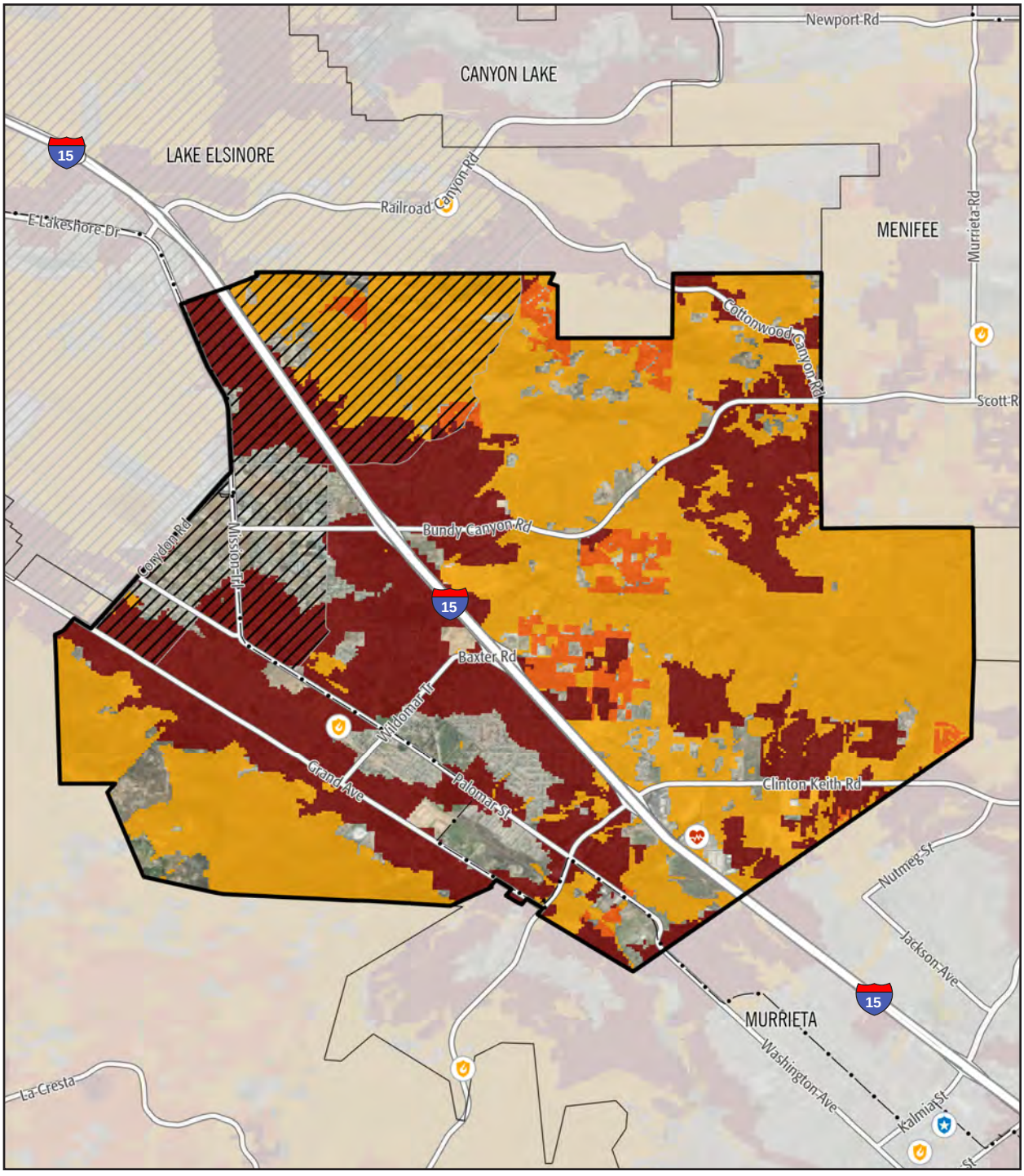
California Government Code Chapter 6.8 directs CAL FIRE to identify very high FHSZs within LRAs. Mapping of the areas is based on data models of potential fuels over a 30- to 50-year time horizon and their associated expected fire behavior and expected burn probabilities, which quantifies the likelihood and nature of vegetation fire exposure to buildings.

Figure 5.20-1 - Fire Hazard Severity Zones



Source: Generated using ArcMap 2023; CAL FIRE 2010.

Figure 5.20-2 - Wildland Urban Interface



Source: Generated using ArcMap 2023; CAL FIRE 2021.

According to CAL FIRE, the eastern and western portions of the City are within a very high FHSZ, as shown in Figure 5.20-1. As shown in Figure 3-4, *Proposed Land Use Plan*, future potential development under the Proposed General Plan would occur within Very High FHSZs and WUI areas of the City. Future development under the proposed project would be required to comply with the California Building Code and the California Fire Code. The California Fire Code (Part 9 of Title 24 of the California Code of Regulations) includes Section 4905.2, Construction Methods and Requirements within Established Limits. Fire Code Chapter 49 cites specific requirements for wildland-urban interface areas that include, but are not limited to, providing defensible space and hazardous vegetation and fuel management.

Wildfire History

Wildfires in Riverside County

CAL FIRE maintains a list of historic fires throughout the state. According to CAL FIRE, Riverside County has experienced several medium to large wildfires throughout Riverside County. Table 5.20-1, *Wildfires in Riverside County,* lists wildfire incidents that have burned 100 acres or more within Riverside County.

Table 5.20-1 Wildfires in Riverside County

Date	Fire Name	Size (Acres)
06/08/2020	Sierra Fire	100
09/01/2014	Interstate Fire	100
07/02/2009	De Luz Fire	100
07/30/2020	Rabbit Fre	104
06/15/2017	Canyon Fire	105
01/14/2010	Tenaja Fire	107
06/25/2022	Union Fire	110
08/08/2006	Mountain Fire	113
05/24/202	Lake Fire	115
05/25/2017	Lamb Fire	120
09/03/2010	Palmer Fire	120
06/28/2021	Stowe Fire	122
08/04/2017	Stewart Fire	122
05/25/2013	Smiley Fire	124
06/22/2010	Ranch Fire	127
06/02/2020	Smoketree Fire	129
05/18/2019	Shady Fire	130
06/24/2011	Sage Fire	134
06/04/2016	Temecula Fire	139
07/24/2020	Jack Fire	145
07/01/2015	Merwin Fire	150
07/16/2013	Redlands Fire	150
06/29/2012	Cary Fire	150
06/18/2017	Smiley Fire	153
06/12/2018	Euclid Fire	154
06/02/2011	Trilogy Fire	160

Table 5.20-1 Wildfires in Riverside County

Date	Fire Name	Size (Acres)
09/15/2019	Bautista Fire	167
08/19/2017	Hills Fire	168
07/12/2016	Briggs Fire	173
09/22/2009	Norco Fire	175
03/03/2020	Mann Fire	180
08/22/2011	Garza Fire	189
12/03/2020	Cerritos Fire	200
07/31/2017	Rose Fire	200
08/12/2006	Creek Fire	200
07/26/2018	Ribbon Fire	205
07/04/2017	Eagle Fire	205
06/29/2019	Wolf Fire	214
07/23/2006	Oak Fire	225
05/05/2021	Bridge Fire	226
07/25/2020	Karen Fire	250
05/27/2012	Lakepointe Fire	256
08/10/2010	Potrero Fire	256
4/13/2008	Dos Palmas Fire	261
07/07/2009	Elm Fire	270
10/21/2007	Roca Fire	270
07/19/2018	Skyline Fire	282
11/12/2006	Lookout Fire	290
05/18/2021	Davis Fire	300
02/28/2013	Jurupa Fire	300
10/31/2019	46 Fire	328
09/19/2009	Vail Fire	340
10/10/2019	Reche Fire	350
03/15/2014	Pierce Fire	350
08/01/2012	Volcano Fire	355
08/12/2006	Gilman Fire	360
09/29/2012	Range Fire	364
06/18/2012	View Fire	376
10/22/2007	Rosa Fire	411
09/10/2007	Colina Fire	430
09/29/2020	Candy Fire	454
08/29/2011	Keller Fire	458
07/23/2006	Coyote Complex	460
06/21/2019	Jerry Fire	500
08/10/2015	Anza Fire	500
08/20/2012	Vista Fire	500
09/14/2019	Horseshoe Fire	503
07/15/2010	Skinner Fire	503
05/27/2009	Oliver Fire	503
09/24/2011	Windy Point Fire	541

Table 5.20-1 Wildfires in Riverside County

Date	Fire Name	Size (Acres)
08/14/2017	Mias Fire	600
10/31/2019	Hill Fire	628
05/04/2013	Gorgonio Fire	650
07/15/2010	Cactus Fire	706
04/29/2008	Apache Fire	784
08/08/2003	Golf Fire	800
05/12/2010	Pedley Fire	856
10/26/2017	Wildomar Fire	866
08/06/2011	Gilman Fire	945
10/10/2019	Sandalwood Fire	1,011
05/20/2010	McKinley Fire	1,028
12/01/2020	Airport Fire	1,087
05/17/2018	Patterson Fire	1,261
4/30/2017	Opera Fire	1,350
08/05/2013	Falls Fire	1,383
08/30/2016	Bogart Fire	1,470
08/13/2017	Blaine Fire	1,500
09/16/2006	Orchard Fire	1,536
09/17/2006	Ranch Fire	1,658
09/04/2019	Tenaja	1,926
12/13/2020	Sanderson Fire	1,954
06/22/2005	Soboba Fire	2,080
06/16/2012	Highland Fire	2,171
08/27/2009	Cottonwood Fire	2,409
08/14/2012	Buck Fire	2,681
05/01/2013	Summit Fire	2,956
09/02/2017	Palmer Fire	3,800
05/26/2022	Lost Lake Fire	5,856
09/17/2020	Snow Fire	6,254
06/26/2017	Manzanita Fire	6,309
05/02/2004	Eagle Fire	8,900
07/25/2018	Cranston Fire	13,139
05/03/2004	Cerritos Fire	16,460
08/07/2013	Silver Fire	20,292
07/15/2013	Mountain Fire	27,531
07/31/2020	Apple Fire	33,424

Source: CAL FIRE 2023c

Wildfires in Wildomar

According to the City of Wildomar 2021 Safety Element, several fires have occurred in the City of Wildomar from 1950 to 2019. Table 5.20-2, *Fires in Wildomar, 1950 to 2019,* lists historic fires in the City that range from 31 acres to 31,447 acres.

Table 5.20-2 Fires in Wildomar, 1950 to 2019

Fire Name	Date	Acres burned	Vegetation Type	Cause	Structures	
					Destroyed	Damaged
Morrell Fire	8/4/1950	5,118	Grass/Brush	Underdetermined	N/A	N/A
Gilbert Fire	7/26/1955	486	Grass/Brush	Underdetermined	N/A	N/A
Sandia Fire	9/11/1956	2,053	Grass/Brush	Underdetermined	N/A	N/A
Pederson Fire	6/16/1957	1,979	Brush	Underdetermined	N/A	N/A
Howell Fire	5/15/1959	369	Grass/Brush	Underdetermined	N/A	N/A
Lemon Fire	8/22/1978	2,943	Grass/Brush	Underdetermined	N/A	N/A
Wildomar Fire	6/14/1979	101	Grass/Brush	Underdetermined	N/A	N/A
Turner Fire	11/15/1980	31,447	Grass/Brush	Underdetermined	N/A	N/A
Cottonwood Fire	6/14/1981	1,279	Grass/Brush	Underdetermined	N/A	N/A
1981 Fire	6/14/1981	9,182	Grass/Brush	Arson	N/A	N/A
Rail Fire	9/2/1982	476	Grass/Brush	Underdetermined	N/A	N/A
1987 State Fire	10/2/1987	3,276	Grass/Brush	Equipment Use	N/A	N/A
1999 State Fire	3/13/1999	127	Grass/Brush	Underdetermined	N/A	N/A
Gafford Fire	5/1/2004	406	Brush	Underdetermined	2	0
Lakeview Fire	7/12/2004	361	Grass/Brush	Underdetermined	0	0
Wright Fire	10/5/2007	31	Grass/Brush	Underdetermined	0	0
Rock Fire	8/18/2010	39	Brush	Human	0	0

Source: Wildomar 2021.

Factors Influencing Wildfire

Several factors influence wildfire conditions and facilitate the spread of wildfires, including weather conditions, fuels, topography, and climate change. Human actions are also the leading cause of wildfires in California, increasing the risk of wildfire impacting natural lands and communities. This section describes these five factors in the context of Wildomar.

Weather

The City of Wildomar experiences hot, dry summers and mild, wet winters. Because the summer months are generally hot and dry, the risk of wildfires has historically been greatest in summer and fall. Relative humidity is also an important fire-related weather factor. As humidity levels drop, the dry air causes vegetation moisture levels to decrease, thereby increasing the likelihood that plant material will readily ignite and burn; the risk of wildfire increases when lightning strikes occur during dry periods.

Wind is a primary weather factor of wildfire behavior. Santa Ana Winds occur when air from a region of high pressure over the dry, desert region of the southwestern U.S. flows westward towards low pressure off the California Coast. Santa Ana winds can be strong and extremely dry downslope winds that can blow over 40

mph. Gusty and erratic wind conditions can cause a wildfire to spread irregularly, making it difficult to predict its path and effectively deploy fire suppression. Wind shifts can also occur suddenly due to temperature changes and interactions with steep slopes or hillsides, causing fires to spread unpredictably.

Fuel

Each type of vegetation contributes to fire hazard severity to varying degrees. The qualities of vegetation that directly influence fire risk include fuel type and size, loading, arrangement, chemical composition, and dead and live fuel moisture, which contributes to the flammability characteristics of the vegetation. Grass and brush fuel types react quickly to changes in weather such as low humidity or high wind speeds. Fires in areas covered by this vegetation type can spread quickly in gusty wind conditions. The threat of wildfire is highest during dry fall months and when there are strong Santa Ana winds and dry fuels.

Topography

Steep terrain or slopes play a key role in the rate and direction in which wildfires spread since fires will normally burn much faster uphill. When the gradient of a slope doubles, the rate of spread of a fire will also likely double. The City of Wildomar is relatively flat, with slopes and hillsides in northern, southwestern, and eastern portions of the City.

Human Actions

Most wildfires are ignited by human action, either the result of direct acts of arson, carelessness, or accidents. Many fires originate in populated areas along roads and around homes and are often the result of the careless disposal of cigarettes, mowing of dead grass, electricity equipment malfunction, use of equipment, or burning of debris. Recreation areas with increased human activity that are in high or very high fire hazard areas also increase the potential for wildfires to occur.

Climate Change

Climate change is likely to increase annual average temperatures in Wildomar from a historical 79.4 degrees Fahrenheit (°F) from 1961 to 1990, to 85.1°F by 2050 and 88.3°F by 2100 (Cal-Adapt 2023a). Precipitation levels are projected to increase slightly over the course of the century, changing from a historical annual average of 14.2 inches per year to an annual average of 14.6 inches by 2050 and an annual average of 15.7 inches by 2099 (Cal-Adapt 2023b). Variations in precipitation patterns will also lead to an increase in frequency and intensity of heavy precipitation events, as well as prolonged periods of drought. The combination of extreme heat and droughts can cause soils and vegetation to dry out, creating more fuel for wildfires. These factors are expected to increase wildfire conditions, creating a risk of more frequent and intense wildfires. Because wildfires burn trees and other vegetation that help stabilize a hillside and absorb water, more areas burned by fire may also lead to an increase in landslides and floods. Historically, an average of 214 acres burned annually in the City (Cal-Adapt 2024). Wildfires are projected to decrease to an annual average in the City of 150 acres burned annually by 2050 and to an annual average of 119 acres burned annually by 2100 (Cal-Adapt 2024).

Fire Protection Resources

Fire protection services within the City of Wildomar are provided by the Wildomar Fire Department through contract services with the Riverside County Fire Department (RCFD) and CAL FIRE. As discussed in Chapter 5.15, Public Services, of this DEIR, the City has a partnership with the RCFD and CAL FIRE to provide fire suppression, emergency medical, technical rescue, fire prevention, and related services to the City. The RCFD and CAL FIRE participate in a Cooperative Fire Response Agreement, where fire agencies have agreed to automatically support each other on incidents using the closest available resource. Wildomar Fire Station 61 is located at 32637 Gruwell Street and is staffed daily with five fire personnel, including a fire engine and medical team.

Evacuation and Access

Evacuation routes are designated roadways that allow for people to quickly leave an area due to a potential or imminent disaster. These routes should have a sufficient capacity to accommodate the needs of the community, be safely and easily accessible, and allow people to travel far enough away to be safe from any emergency conditions.

Primary evacuation routes throughout the City of Wildomar include interstates and major roadways, which include but are not limited to I-15, Palomar Street, Bundy Canyon Road, Mission Trail, and Clinton Keith Road.

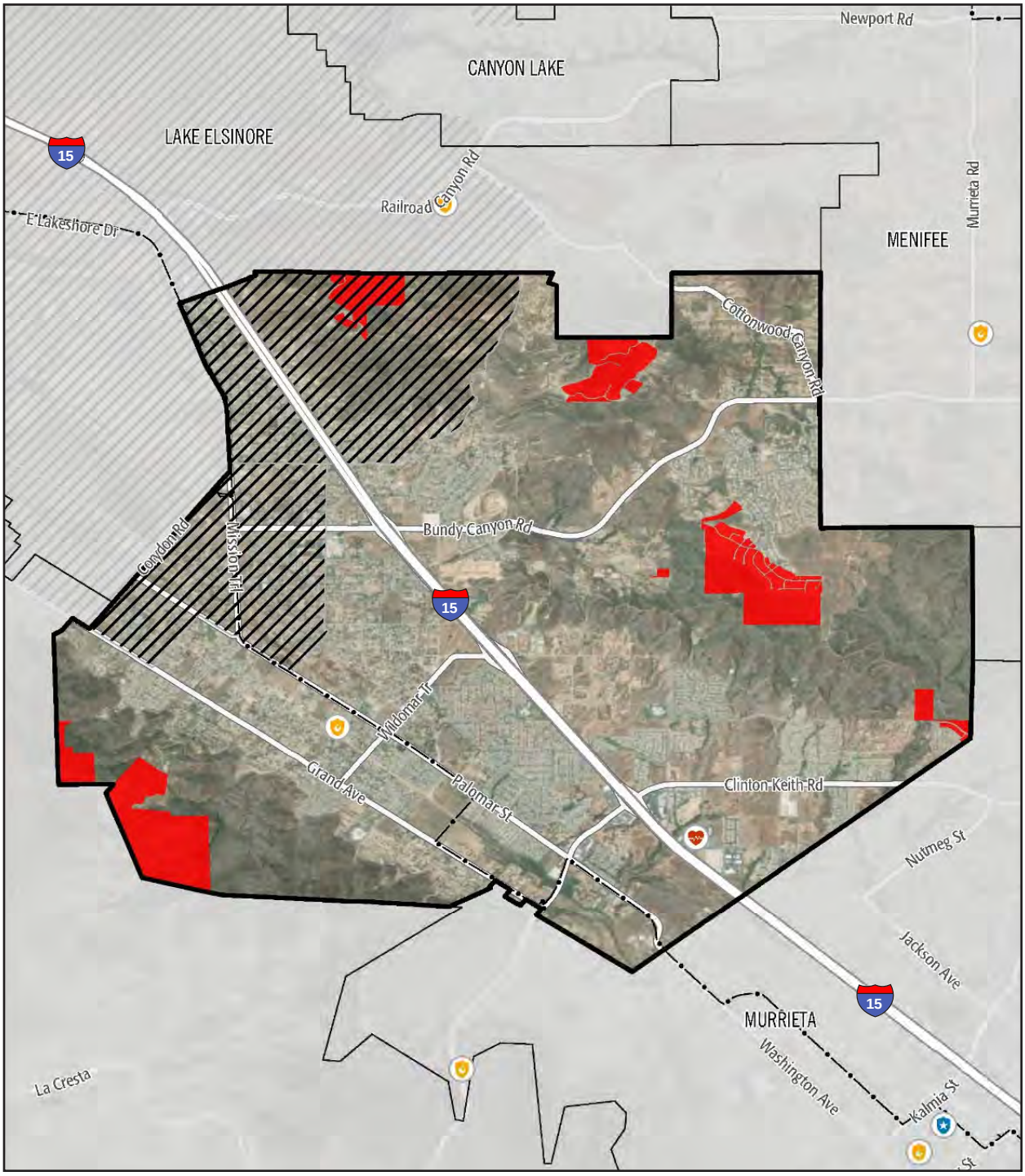
During emergencies, the Riverside County Sheriff's Department, (on contract as the police service providers for the City) coordinates evacuation warnings and orders. Evacuations are also coordinated through the Riverside County emergency alert program, Alert RivCo.

In secluded areas of the City, several neighborhoods have evacuation constraints, such as only one road in and out of a neighborhood. Figure 5.20-3, *Residential Parcels with Evacuation Constraints*, shows identified evacuation-constrained residential areas throughout the City, all of which are in wildfire hazard zones pursuant to California Government Code Section 65302(g)(5).

The City of Wildomar has annual fire safety programs at schools and special community events throughout the year. The City partners with the following agencies in the event of a hazard:

- County of Riverside Emergency Management Department (EMD)
- Riverside County Emergency Managers Association (RCEMA)
- Riverside County Fire Department/ CAL Fire
- Southwest Emergency Management Group
- California Office of Emergency Services (Cal OES)
- RedCross
- Federal Emergency Management Agency (FEMA)
- Riverside County Sheriff's Department

Figure 5.20-3 - Residential Parcels with Evacuation Constraints



Source: City of Wildomar; Riverside County 2021.

5.20.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if it was located in or near state responsibility areas or lands classified as very high fire hazard severity zones and would:

W-1 Substantially impair an adopted emergency response plan or emergency evacuation plan.

W-2 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.

W-3 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.

W-4 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.

5.20.3 Proposed General Plan Goals and Policies

There are no applicable policies in the Proposed General Plan pertaining to wildfire hazards; all applicable policies pertaining to wildfire hazards are included in the 2021-2029 Safety Element as listed under Local Regulations, in Section 5.20.1.1, above.

5.20.4 Environmental Impacts

The applicable thresholds are identified in brackets after the impact statement.

Impact 5.20-1: Buildout of the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan. [Threshold W-1]

As indicated in Section 2.32.080, Emergency Plan, of the Wildomar Municipal Code, the Wildomar Disaster Council is responsible for the development of the City's emergency plan, which provides the effective mobilization of all the resources of the City, both public and private, to meet any condition constituting a local emergency. Adopted emergency response plans and emergency evacuation plans include those discussed under Section 5.20.1.1, such as the City of Wildomar Emergency Operations Plan. The proposed project could result in a significant impact if it would substantially impair the implementation emergency response/evacuation plans. As discussed in Chapter 3, *Project Description*, of this Draft EIR, the proposed project would increase development potential within the City, including land in very high FHSZs and the WUI.

However, buildout under the Proposed General Plan would not result in substantial changes to the circulation patterns or emergency access routes as future development would be required to integrate the Emergency Operations Plan as necessary into development to continue its facilitation in evacuation for the people in

wildfire-prone areas. Furthermore, future development in the WUI or very high FHSZs would be required to comply with the SRA and Very High Fire Hazard Severity Zone Fire Safe Regulations, the California Building Code, the California Fire Code, the 2021-2019 Safety Element, and the Wildomar Municipal Code, which have maximum requirements for lengths of single-access roads, minimum widths of roadways, and vegetation fuel management around roadways. The Safety Element includes policies that would ensure effective emergency response, such as Policy S-48, which requires new development projects within a very high FHSZ or wildland-urban interface to provide multiple ingress and egress points to improve evacuation and emergency response access. To ensure emergency services in the City are not impaired by future development, all development projects in the City would also be reviewed by the City and CAL FIRE/Riverside County Fire Department, prior to approval. In accordance with the California Fire Code, CAL FIRE requires site design to consider fire access. Several of these requirements include vegetation management requirements, construction standards, and subdivision and building access, among others.

Construction of new development or redevelopment could cause a temporary impairment of an evacuation route due to road closures. If temporary roadway closures or reduction in access/capacity are necessitated during construction (*i.e.,* to connect to utilities) the City will require issuance of an encroachment permit approved by the Public Works Directo. Section 12.08.020 of the Wildomar Municipal Code allows the City to condition issuance of an encroachment permit to assure safety of the travelling public. The encroachment permit would identify road closures or detours, duration of the construction period, and direct impacts of construction. As part of its development review practices, the City will coordinate the permit review process with RCFD, and/or CAL FIRE. Review and approval of any temporary lane closures. The review and coordination of the encroachment permit required by municipal code will ensure that that no inconsistencies with emergency evacuation plans would occur.

Implementation of the Proposed General Plan policies and applicable plans, as well as compliance with the California Fire Code and Building Code would ensure impacts to emergency response and evacuation plans are reduced. Future development, regardless of whether it includes new development or redevelopment, is required to comply with adopted local, regional, and State plans and regulations addressing emergency access, response, and evacuation. Additionally, all development projects in the City would be required to implement Mitigation Measure HAZ-1 and Mitigation Measure HAZ-2, which require compliance with the 2022 California Building Code and 2022 California Fire Code (or most recent versions) and compliance with the vegetation management requirements in California Fire Code Section 4906 and California Government Code Section 51182, respectively. As such, impacts would be less than significant with mitigation incorporated.

Level of Significance Before Mitigation: Impact 5.20-1 would be potentially significant.

Mitigation Measures

HAZ-1 Prior to the issuance of building permits for all projects, the project applicant/developer shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2022 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2022 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations),

including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2022 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12 7A; and California Fire Code Chapter 49.

HAZ-2 Prior to the issuance of a certificate of occupancy for all projects, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906 and California Government Code Section 51182.

Level of Significance After Mitigation: Impact 5.20-1 would be less than significant.

Impact 5.20-2: The proposed project would not exacerbate wildfire risks due to slope, prevailing winds, and other factors, thereby exposing project occupants to elevated particulate concentrations from a wildfire. [Threshold W-2]

The City of Wildomar is vulnerable to and at significant risk of wildfires. Bordered by undeveloped hillsides in the northern, eastern, and southwestern portions of the City, the City is in proximity to areas with fuel mixes that could easily ignite and encroach into the community. During a wildfire event, people within the air basin are exposed to elevated levels of fine particulate matter due to smoke. The type and extent of vegetation and fuel, wind and climatic patterns, general topography and canyons, and other local characteristics make the City more vulnerable to wildfires.

The eastern and western portions of the City are in very high FHSZs, as shown on Figure 5.20-1. Residential, commercial, industrial, and open space uses under the Proposed General Plan would be located in the very high FHSZs and WUIs. To protect development in these areas, the City and State require adherence to a wide range of state and local codes (California Fire Code, California Building Code, Very High FHSZ Fire Safe Regulations, and other standards). Additionally, future potential development under the Proposed General Plan would be required to comply with 2021-2029 Safety Element Policy S-50, which requires site design to account for topographical conditions and reduce the increased risk for sites located near ridgelines, plateau escarpments, saddles, hillsides, peaks, or other areas where the terrain or topography affect its susceptibility to wildfires. Therefore, future potential develop would be designed to reduce the spread of wildfire due to topography and slopes, and reduce the potential to exposure occupants to pollutant concentrations Furthermore, all development projects in the City would be required to implement Mitigation Measure HAZ-1 and Mitigation Measure HAZ-2, which require compliance with the 2022 California Building Code and 2022 California Fire Code (or most recent versions) and compliance with the vegetation management requirements in California Fire Code Section 4906 and California Government Code Section 51182, respectively.

Other factors, such as vegetation, have the potential to exacerbate wildfire risks. During late summer and fall when temperatures and winds are high and relative humidity is low, brush vegetation can dry out, particularly in areas with unirrigated vegetation, becoming extremely flammable and increasing wildfire risks. The 2021-2029 Safety Element and the City of Wildomar LHMP contain several vegetation management, fuel

reduction, and fuel break policies which are aimed to reduce the uncontrolled spread of wildfire due to vegetation. For example, Policy S-46 of the Safety Element calls for the City to work with property owners of existing developments to meet current State and/or locally adopted fire safety standards to ensure adequate vegetation clearance. Policy S-49 of the Safety Element requires conceptual landscaping plans for development in Very Fire Hazard Severity Zones prior to the issuance of development permits. Policy S-46 and Policy S-50 of the Safety Element would ensure that sources of fuel would be minimized, thereby reducing the spread of fires.

Future development in the City would be required to comply with the California Building Code and California Fire Code. Moreover, the City of Wildomar is under the Wildomar Emergency Operations Plan, which provides guidance to effectively respond to and mitigate emergencies, including wildfires.

Implementation of the Proposed General Plan policies and applicable plans, as well as compliance with the California Fire Code and California Building Code would ensure that wildfire risks due to slopes, prevailing winds, and other factors are not exacerbated. As such, impacts would be less than significant with mitigation incorporated.

Level of Significance Before Mitigation: Impact 5.20-2 would be potentially significant.

Mitigation Measures

See Mitigation Measure HAZ-1 and Mitigation Measure HAZ-2.

Level of Significance After Mitigation: Impact 5.20-2 would be less than significant.

Impact 5.20-3: The proposed project would require the installation and maintenance of associated infrastructure in areas that are undeveloped or vacant, which could exacerbate fire risk or result in temporary or ongoing impacts to the environment. [Threshold W-3]

Buildout of the Proposed General Plan would result in additional infrastructure, such as roadways, transmission lines, and other utilities, in underdeveloped and undeveloped areas of the City in order to serve new development. Some of this new infrastructure would likely be constructed in the very high FHSZs. To protect development in these areas from the risk of wildfire, the City requires adherence to a wide range of state and local codes, such as the California Fire Code, which provides minimum standards to increase the ability of a building to resist the intrusion of flames or embers from a vegetation fire and building with materials that meet performance standards; SRA and Very High FHSZ fire safe design requirements that include standards for setbacks and maintenance of defensible space and for secondary egress; California Public Utilities Commission requirements for managing vegetation around electrical transmission lines, and other standards and recommendations outlined in the City's Local Hazard Mitigation Plan and 2021-2029 Safety Element. Public Resources Code Section 4291 also requires vegetation around buildings or structures to maintain defensible space within 100 feet of a structure and an ember-resistant zone within 5 feet of a structure. Additionally, CAL FIRE SRA Fire Safe Regulations require parcels to provide a minimum 30-foot setback for all buildings from all property lines and/or the center of a road (CAL FIRE 2020b). As such, these requirements would reduce the potential for new roadways to exacerbate wildfire risks.

The California Public Utilities Commission requires maintenance of vegetation around power lines, strict wire-to-wire clearances, annual inspections of above-ground power lines, and the preparation of fire prevention plans for above-ground power lines in high fire-threat districts. These measures would reduce the wildfire risks associated with the installation and maintenance of power lines. Additionally, all utilities would be installed to meet service provider requirements and could be required to be undergrounded pursuant to Wildomar Municipal Code Section 13.16, Underground Utility Districts, and Safety Element Policy S-102, which requires the coordination with utility companies to minimize service interruptions.

Such infrastructure and maintenance activities would also be required to comply with the adopted State regulations, Wildomar Municipal Code standards, and the Wildomar Safety Element policies to mitigate the impact of infrastructure on the environment. Therefore, impacts would be less than significant.

Level of Significance Before Mitigation: Impact 5.20-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.20-3 would be less than significant.

Impact 5.20-4: 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 slope instability, or drainage changes. [Threshold W-4]

Wildfires can create favorable conditions for other hazards, such as flooding and landslides. Wildfires on steep slopes can burn the vegetation that stabilizes the slope and create hydrophobic conditions that prevent the ground from absorbing water. This can lead to landslides, debris flows, and flooding. A project would result in a significant impact if—due to slopes, drainage patterns, or post-fire slope instability—it would expose people or structures to significant risks from landslides, debris flows, or flooding.

As shown in Figure 3-0, Landslide Susceptibility, of the Wildomar Safety Element, the northern, eastern, and southwestern parts of the City are in high landslide susceptibility zones (Wildomar 2021) (also refer to Figure 5.7-3, *Areas With Landslide Susceptibility,* in Section 5.7, *Geology and Soils,* of this DEIR). According to the California Department of Conservation, the eastern portion of the City is located within a landslide zone (CDC 2022). Landslides are most likely to occur during seasons of high precipitation and after fires. Future development in the City is required to comply with State and local regulations, such as the California Building Code, Wildomar Municipal Code, and the Wildomar Safety Element. For example, Section 1803 of the 2022 California Building Code requires that a geotechnical investigation must assess existing landslide susceptibility on a project site. Additionally, there are several policies in the Wildomar Safety Element that address development in landslide susceptibility areas, such as Policy S-11 through Policy S-14. These policies work to minimize the risk of landslides by regulating development in landslide susceptibility areas by requiring geotechnical investigations, site design to reduce landslides, slope stability mitigation, and slope stabilization practices, respectively.

According to Figure 5-0, *Flood Hazard Zones*, of the Wildomar Safety Element, the southwestern portion of the City includes 100-year and 500-year flood zones, which have a 1 percent and 0.2 percent chance of flooding in any given year, respectively (Wildomar 2021) (also refer to Figure 5.10-3, *FEMA Flood Zones,* in Section 5.10, *Hydrology and Water Quality,* of this DEIR). While there is a low chance of flooding in the majority of the City, Section 15.96, Flood Hazard Area Regulations, of the Wildomar Municipal Code, was adopted in pursuant to the National Flood Insurance Program to protect public health, safety, and welfare and minimize public and private costs caused by flooding by regulating development within flood hazard areas. Furthermore, Policy S-19 and Policy S-20 of the Wildomar Safety Element call for the City to disapprove new development within 100-year floodplains that cannot mitigate flood hazards and require development within 100-year storm flow zones to be floodproofed.

Future construction activities related to the proposed project would be subject to compliance with the California Building Code and California Fire Code, and would include landslide and flood hazard prevention best management practices. These may include but are not limited to covering of the soil, use of a dust-inhibiting material, landscaping, use of straw and jute, hydroseeding, and grading in a pattern than slows stormwater flow and reduces the potential for erosion, landslides, and downstream flooding.

All future development, regardless of the location, would be required to comply with adopted local, regional, and State plans and regulations addressing wildfire prevention, landslides, and floods, which would minimize risks of post-fire hazards. As such, compliance with these policies and regulatory requirements would ensure impacts from post-fire instability would be less than significant.

Level of Significance Before Mitigation: Impact 5.20-4 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.20-4 would be less than significant.

5.20.5 Cumulative Impacts

Implementation of the proposed project would result in new development in the very high FHSZs. To protect development in the City, including in very high FHSZs, the City requires that future development adhere to State and local regulations and plans, and that all development in the City implement Mitigation Measures HAZ-1 and HAZ-2. With adherence to these building practices and wildfire management requirements, development associated with the proposed project would reduce wildfire risk to the extent possible. However, when combined with past and future development in the adjacent cities and unincorporated county areas, the proposed project's contribution to the cumulative impact would be cumulatively considerable. Cumulative development in adjacent jurisdictions would, however, be subject to the same State regulations applicable to future projects under the Proposed General Plan.

5.20.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.20-3 and 5.20-4.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.20-1:** Buildout of the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan.
- **Impact 5.20-2:** The proposed project would not exacerbate wildfire risks due to slope, prevailing winds, and other factors, thereby exposing project occupants to elevated particulate concentrations from a wildfire.

5.20.7 Mitigation Measures

Impact 5.20-1

HAZ-1 Prior to the issuance of building permits for all projects, the project applicant/developer shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2022 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2022 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2022 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.

HAZ-2 Prior to the issuance of a certificate of occupancy for all projects, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906 and California Government Code Section 51182.

Impact 5.20-2

Implement Mitigation Measures HAZ-1 and HAZ-2.

5.20.8 Level of Significance After Mitigation

Mitigation Measure HAZ-1 requires compliance with the 2022 California Building Code and the 2022 California Fire Code (or most recent versions), and Mitigation Measure HAZ-2 requires that an applicant demonstrate that a project is in compliance with the vegetation management requirements. Therefore, Mitigation Measures HAZ-1 and HAZ-2 would reduce potential impacts associated with wildfires to a level that is less than significant.

5.20.9 References

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6. Unavoidable Impacts, Irreversible Changes, and Growth-Inducing Impacts

6.1 SIGNIFICANT UNAVOIDABLE AND ADVERSE IMPACTS

At the end of Chapter 1, *Executive Summary*, is Table 1-2, *Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation,* that summarizes the impacts, mitigation measures, and levels of significance before and after mitigation. Mitigation measures would reduce the level of impact, but the following impacts would remain significant, unavoidable, and adverse after mitigation measures are applied:

Agriculture and Forestry Resources

- **Impact 5.2-1:** The proposed project would convert farmland to nonagricultural uses.

Air Quality

- **Impact 5.3-1:** Buildout of the Proposed General Plan, and associated emissions, would exceed the assumptions of the South Coast AQMD's AQMP.
- **Impact 5.3-2:** Construction activities associated with future development that would be accommodated under the Proposed General Plan could generate short-term emissions in exceedance of the South Coast AQMD's threshold criteria.
- **Impact 5.3-3:** Implementation of the proposed project would generate additional, long-term emissions in exceedance of South Coast AQMD's threshold criteria and cumulatively contribute to the South Coast Air Basin's nonattainment designations.
- **Impact 5.3-4:** The proposed project would expose sensitive receptors to substantial toxic air contaminant concentrations.

Biological Resources

- **Impact 5.4-1:** Buildout of the proposed Land Use Plan could impact sensitive or special-status plant and animal species known to occur in the City of Wildomar.

Cultural Resources

- **Impact 5.5-1:** Future development under the proposed project could impact an identified historic resource.

Greenhouse Gas Emissions

- **Impact 5.8-1:** Implementation of the Proposed General Plan would result in an increase in GHG emissions and would not place the City on a trajectory to achieve the goals established under Executive Order S-03-05 or progress toward the State's carbon neutrality goal.

Noise

- **Impact 5.13-1:** Construction activities would result in temporary noise increases in the vicinity of the proposed project.

- **Impact 5.13-2:** Project implementation would result in temporary construction and long-term operation-related noise that would exceed local standards.

Transportation

- **Impact 5.17-2:** The proposed project would conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).

6.2 SIGNIFICANT IRREVERSIBLE CHANGES DUE TO PROPOSED PROJECT

Section 15126.2(c) of the CEQA Guidelines requires that an Environmental Impact Report (EIR) describe any significant irreversible environmental changes that would be caused by the proposed project should it be implemented. Specifically, the CEQA Guidelines state:

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highways improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

The following are the significant irreversible changes that would be caused by the proposed project, should it be implemented:

- Implementation of the proposed project would include construction activities that would entail the commitment of nonrenewable and/or slowly renewable energy resources; human resources; and natural resources such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metals, water, and fossil fuels. Operation of the proposed project would require the use of natural gas and electricity, petroleum-based fuels, fossil fuels, and water. The commitment of resources required for the construction and operation of the proposed project would limit the availability of such resources for future generations or for other uses during the life of the project.

- An increased commitment of social services and public maintenance services (*e.g.,* police, fire, schools, libraries, and sewer and water services) would also be required to accommodate the proposed project. The energy and social services commitments would be long-term obligations in view of the low likelihood of returning the land to its original condition once it has been developed.

- An increase in vehicle trips would accompany project-related population growth. Over the long term, emissions associated with such vehicle trips would continue to contribute to the South Coast Air Basin's nonattainment designation for ozone (O^3) and particulate matter ($PM_{2.5}$ and PM_{10}) under the California and National Ambient Air Quality Standards (AAQS), and nonattainment for nitrogen dioxide (NO_2) under the California AAQS.

- The visual character of the planning area would be altered by the construction of the new structures onsite. Landscaping, grading, and construction of the project site would also contribute to an altered visual character of the existing site. This would result in a permanent change in the character of the project site and on- and off-site views in the project's vicinity.

Given the low likelihood that the land in the City would revert to its original form, the proposed project would generally commit future generations to these environmental changes.

6.3 GROWTH-INDUCING IMPACTS OF THE PROPOSED PROJECT

Pursuant to Sections 15126(d) and 15126.2(d) of the CEQA Guidelines, this section is provided to examine ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Also required is an assessment of other projects that would foster other activities which could affect the environment, individually or cumulatively. To address this issue, potential growth-inducing effects will be examined through analysis of the following questions:

- Would this project remove obstacles to growth, *e.g.,* through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?

- Would this project result in the need to expand one or more public services to maintain desired levels of service?

- Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

- Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Please note that growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment. This issue is presented to provide additional information on ways in

which this project could contribute to significant changes in the environment, beyond the direct consequences of developing the land use concept examined in the preceding sections of this EIR.

Would this project remove obstacles to growth, *e.g.,* through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?

Implementation of the Proposed General Plan would allow for development to occur in the City, such as infill development, intensification, redevelopment, and new development. This would indirectly induce construction of site-specific extensions and improvements, such as roadways, storm drains, water pipes, solid waste collection systems, and energy/communications extensions. In addition, the proposed project would increase demand for electricity and natural gas that could require expansion of energy infrastructure. Given the urbanized nature of the City, as well as the existing infrastructure in place, there would be no obstacles to accommodate growth.

Buildout of the Proposed General Plan may require additional firefighting and police personnel/facilities, and construction of new and/or expanded schools within LEUSD. Additionally, updates to the City's circulation system, as proposed in the Proposed General Plan Circulation Element, would improve roadways with multimodal amenities and features to promote pedestrian bicycle and transit use. Subsequent impacts would not significantly affect the environment because site-specific analyses would need to be prepared to demonstrate compliance with applicable regulations. Additionally, this DEIR addresses impacts associated with future growth within the City.

The proposed project also includes an update to the zoning ordinance and map to reflect the Proposed General Plan. While the new zoning code reflects changes anticipated by the Proposed General Plan, most of the development standards are identical to the existing requirements. New zone districts are proposed that would allow for horizontal and vertical mixed use, taller building heights in some areas, and more land coverage, however these would apply only in the focus areas identified in the Proposed General Plan. As the focus areas are within the existing urban areas of the City, the new zoning regulations would not remove an impediment to growth and therefore encourage unplanned growth.

Would this project result in the need to expand one or more public services to maintain desired levels of service?

Over time, the City anticipates the need to expand services to meet the needs of growth envisioned in the Proposed General Plan. There are several mechanisms in place to ensure there is adequate funding for expansion such as budgets, development impact fees, and coordination with local and regional agencies. The growth anticipated in this Proposed General Plan would occur in areas that are already within the public services' boundaries.

Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

Implementation of the Proposed General Plan would encourage or facilitate economic effects. Several temporary jobs would be created during project development (*e.g.,* design, planning, engineering, construction, etc.), which would be a direct growth inducing effect of the Proposed General Plan.

As the population grows and occupies new dwelling units in accordance with the Proposed General Plan, new residents would seek shopping, entertainment, employment, home improvement, auto maintenance, and other economic opportunities in the surrounding area. This would facilitate economic goods and services and could, therefore, encourage the creation of new businesses and/or expansion of existing businesses to address these economic needs. Furthermore, the proposed increases in development capacity for office, commercial, and retail uses allowed under the Proposed General Plan would serve the shopping needs of the future residents and would generate additional employment opportunities. The physical impacts of job growth and commercial and retail uses are reflected in the analysis contained in this DEIR and are expected to be localized in the City. There is nothing unusual about the anticipated growth that would significantly affect the environment.

Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

The Proposed General Plan is the first City-specific General Plan, which will replace the Riverside County General Plan the City adopted upon incorporation in 2008. The Proposed General Plan includes goals and policies and land use changes in the City. The new goals and policies are designed to be City-specific. The Proposed General Plan would not set a precedent that could encourage and facilitate other activities that could significantly affect the environment. Subsequent development projects in accordance with the Proposed General Plan would require environmental analyses and associated mitigation to ensure that any subsequent impacts would not adversely affect the environment.

Moreover, no changes to any of the City's building safety standards (building, grading, plumbing, mechanical, electrical, fire codes), and zoning, are proposed or required to implement the Proposed General Plan. Therefore, the Proposed General Plan would not involve a precedent-setting action that would encourage and/or facilitate other activities that could significantly affect the environment.

7. Alternatives to the Proposed Project

7.1 INTRODUCTION

FOCAL POINT

For a project like a general plan update, there are many design options that are considered along the way and changes discussed with the community. For an alternative to be considered in the EIR, however, it needs to reduce or eliminate an impact found significant in the EIR while still meeting key objectives of the project. The Proposed General Plan should be considered a subsequent update to the existing General Plan with few truly transformative changes. This restraint is by design as the community did not want to fundamentally change the nature of their community. Being a small rural community, an important objective is to maintain the look and feel of most of the neighborhoods. The alternatives discussed in this section are intended to explore ways that the Proposed General Plan might be changed to reduce or eliminate a significant environmental impact. The options are few, partly because the amount of change is limited by design, and because some of the significant impacts are regional (*e.g.*, air quality) or even global in nature (*e.g.,* GHG emissions), and solutions at the local level are limited or beyond the City's jurisdiction. Regardless, as required by CEQA, this section discusses alternatives that were considered but rejected, as well as the impacts if the Proposed General Plan was not adopted. Finally, while this section identifies the environmentally superior alternative to be considered by the Planning Commission and City Council, the adopted project will be determined following public input and hearings.

7.1.1 Purpose and Scope

The California Environmental Quality Act (CEQA) requires that an environmental impact report (EIR) include a discussion of a reasonable range of project alternatives that would "feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any significant effects of the project, and evaluate the comparative merits of the alternatives" (CEQA Guidelines § 15126.6[a]). As required by CEQA, this chapter identifies and evaluates potential alternatives to the proposed project.

Section 15126.6 of the CEQA Guidelines explains the foundation and legal requirements for the alternatives analysis in an EIR. Key provisions are:

- "[T]he discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly." (15126.6[b])
- "The specific alternative of 'no project' shall also be evaluated along with its impact." (15126.6[e][1])

- "The no project analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." (15126.6[e][2])

- "The range of alternatives required in an EIR is governed by a 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project." (15126.6[f])

- "Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries…, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)" (15126.6[f][1]).

- "Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR." (15126.6[f][2][A])

- "An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative." (15126.6[f][3])

For each development alternative, this analysis:

- Describes the alternative.
- Analyzes the impact of the alternative as compared to the proposed project.
- Identifies the impacts of the project that would be avoided or lessened by the alternative.
- Assesses whether the alternative would meet most of the basic project objectives.
- Evaluates the comparative merits of the alternative and the project.

According to Section 15126.6(d) of the CEQA Guidelines, "[i]f an alternative would cause…significant effects in addition those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed."

7.1.2 Project Objectives

As described in Section 3.2, the following objectives have been established for the proposed project and will aid decision makers in their review of the project, the project alternatives, and its potential environmental impacts.

1. Increase jobs in the City to encourage more residents to shop and work locally and reduce commuting out of the City.

2. Maintain and enhance conservation areas.

3. Focus growth along major corridors thereby reducing change in the neighborhoods.

4. Provide for mixed use development in areas of the City where services and transportation converge, at a density and intensity that is modestly higher than the surrounding neighborhood.

7.2 ALTERNATIVES CONSIDERED AND REJECTED DURING THE SCOPING/PROJECT PLANNING PROCESS

The following is a discussion of the land use alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in this EIR.

7.2.1 Alternative Development Areas/Annexation Alternative

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines § 15126[5][B][1]). Given the nature of the Proposed General Plan, it is not possible to consider an off-site alternative because the City boundaries have been established through incorporation, and the City does not have authority to carry out functions pursuant to its Proposed General Plan outside of its boundaries. Additionally, land annexation outside is not possible because there is limited room for growth outside of the City boundaries due to the proximity of the neighboring cities—the City of Wildomar is bordered by the City of Lake Elsinore to the north and northwest, unincorporated Riverside County to the west, the City of Murrieta to the south, and the City of Menifee to the east—as well as topographical constraints from the Cleveland National Forest to the southwest. For this reason, an Alternative Development Areas/Annexation Alternative was considered infeasible pursuant to State CEQA Guidelines Section 15126.6(c) and rejected as a feasible project alternative.

7.2.2 Reduced Residential Units Alternative

The Reduced Residential Units Alternative would result in fewer residences which would reduce traffic and thereby reduce community impacts from air quality and greenhouse gas (GHG) emissions, and noise. This Alternative would also further reduce the demand for utilities and public services. However, such an alternative would not achieve or would only partially achieve the Proposed General Plan objectives of providing growth in the City. Additionally, this alternative would not be consistent with regional planning efforts that require accommodation of regional housing needs, and therefore, Wildomar would not be able to meet its housing allocation requirements. A reduction in residential units would lead to an inefficient use of land, result in urban sprawl, and thereby, would increase vehicle miles traveled (VMT) (and further degrade air quality), because residents would have to travel further for their needs. This alternative would also increase development pressure

elsewhere in the region. Since this alternative would relocate impacts and growth pressures outside of the City, and would not meet the project objectives, this alternative is rejected as a feasible project alternative.

7.2.3 Bundy Canyon Road and Clinton Keith Road Connection Alternative

The Bundy Canyon Road and Clinton Keith Road Connection Alternative would provide a new roadway connection between Bundy Canyon Road and Clinton Keith Road, which would reduce traffic congestion and reduce VMT. The roadway connection would also assist evacuation in the event of a wildfire. However, a new roadway cannot be constructed because it would conflict with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Criteria Cell Areas and therefore, conflict with a habitat conservation plan. In addition, some of the land needed for the roadway is owned by the federal government, which would be unlikely to allow access due to the conflict with the MSHCP. Since the Bundy Canyon Road and Clinton Keith Road Connection Alternative would conflict with MSHCP planning goals, impact sensitive habitat and wildlife, and would not meet the project objectives, this alternative is rejected as a feasible project alternative. The linkage remains as a possible connection on the Circulation Map (see Figure 5.17-8) of the DEIR as a trail linkage, and there may be a potential for a roadway connection at some point in the future. The location of the potential roadway and trail is conceptual and therefore not addressed in this EIR.

7.2.4 Increased Open Space Alternative

The Increased Open Space Alternative would provide an increase in open space, which could allow for better wildlife connectivity and increased open space areas for recreation. Moreover, there are open space areas within and adjacent to the City in the form of Bureau of Land Management (BLM) lands, MSHCP Criteria Cell Areas, mountain ranges, and Cleveland National Forest lands, which would provide adequate open space and wildlife connectivity. Additionally, this alternative would result in a reduction in residential development to accommodate an increase in open space, and therefore would not be consistent with regional planning efforts that require accommodation of regional housing needs. Therefore, the Increased Open Space Alternative would not achieve or would only partially achieve the Proposed General Plan objectives of providing growth in the City. As such, this Alternative is rejected as a feasible project alternative.

7.2.5 Reduced Density Rural Mountainous Designation Alternative

The Reduced Density Rural Mountainous Designation Alternative would reduce density of land designated Rural Mountainous (RM) from one unit per 10 acres to one unit per 20 acres in the eastern and western portions of the City. In order to meet the provide the same number of housing units as the proposed project, the reduction in density of land designated Rural Mountainous would result in an increase of land that is designated for higher density residential uses in other residential land use designations. Higher density development that reduces sprawl would minimize the threat to biodiversity through loss of habitat and fragmentation of habitat. Additionally, higher density development within an already urban area (such as the proposed focus areas) would encourage the increase in public transportation, pedestrian, and bicycle infrastructure, which could reduce air quality and GHG emissions. Given that the eastern and western portions of the City are within a Very High Fire Hazard Severity Zone, an increase in higher density development could reduce collective exposure as well as expansion into wildfire hazard areas as there would be less structures and residents in the RM designation.

Additionally, higher density communities also help limit impacts to environmental services, ecological needs, and recreational goals for open space, while reducing the distribution of firefighting resources during a major wildfire incident. However, higher density communities would change the character of the City and would not achieve the Proposed General Plan objective, nor the City's vision, of creating a hometown feel. Therefore, this Alternative is rejected as a feasible project alternative.

7.3 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Based on the criteria listed above, the following two alternatives have been determined to represent a reasonable range of alternatives which have the potential to feasibly attain most of the basic objectives of the project but which may avoid or substantially lessen any of the significant effects of the project. These alternatives are analyzed in detail in the following sections.

- No Project/Existing General Plan Alternative
- Increased Residential Density in Mixed Use Areas

An EIR must identify an "environmentally superior" alternative and where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior an alternative from among the others evaluated. Each alternative's environmental impacts are compared to the proposed project and determined to be environmentally superior, neutral, or inferior. Section 7.6 identifies the Environmentally Superior Alternative. The preferred land use alternative (Proposed General Plan) is analyzed in detail in Chapter 5 of this DEIR.

7.3.1 Alternatives Comparison

The following statistical analysis provides a summary of general socioeconomic buildout projections determined by the three land use alternatives, including the Proposed General Plan. It is important to note that these are not growth projections. That is, they do not anticipate what is likely to occur by a certain time horizon but provide a buildout scenario that would only occur if all the areas of the City were to develop to the probable capacities yielded by the land use alternatives. The following statistics were developed as a tool to understand better the difference between the alternatives analyzed in the DEIR. Table 7-1, *Buildout Statistical Summary,* identifies Citywide information regarding dwelling unit, population, and employment projections, and provides the jobs-to-housing ratio for each of the following alternatives:

- **No Project Alternative**: Under the No Project Alternative, the Proposed General Plan and updates to the Land Use Element, Circulation Element, Recreation and Community Services Element, Open Space and Conservation Element, Noise Element, Economic Development Element, and implementation of the Climate Action Memorandum would not be implemented by the City, and the current General Plan would remain in effect.

- **Increased Residential Density in Mixed-Use Areas**: The Increased Residential Density in Mixed Use Areas Alternative would result in the same buildout as the Proposed General Plan but would concentrate residential growth in areas designated for mixed uses and would consequently develop less land than the

Proposed General Plan to accommodate the same projected growth. The reallocation of residential units in mixed use areas would reduce VMT as there would be more residential uses within proximity to public transit, alternative transportation, jobs, and amenities.

Table 7-1 Buildout Statistical Summary

	Existing Developed	Proposed General Plan	No Project/Existing General Plan Alternative	Increased Residential Density in Mixed Use Areas Alternative
Dwelling Units	11,988	20,980	19,284	20,980
Residential Land Acreage	7,291	11,891	11,785	11,681
Population	37,326	65,325	60,045	65,325
Employment	5,841	12,115	9,516	12,115
Non-Residential Square Footage	2,992,377	5,957,915	4,252,115	5,957,915
Non-Residential Acreage	151	885	1,193	885
Total Acreage	13,677	13,677	13,677	13,677
Jobs-to-Housing Ratio	0.49	0.58	0.49	0.58

7.4 NO PROJECT/EXISTING GENERAL PLAN ALTERNATIVE

Under the No Project/Existing General Plan Alternative, the Proposed General Plan and all of its updates to the Land Use Element, Circulation Element, Recreation and Community Services Element, Open Space and Conservation Element, Noise Element, Economic Development Element, and implementation of the Climate Action Memorandum would not be implemented by the City, and the current General Plan would remain in effect.

7.4.1 Aesthetics

In this Alternative, the City would be developed under the existing land use plan and would involve new development and redevelopment in the same areas as the Proposed General Plan. Under this Alternative, the proposed land use designation changes as a result of Administrative changes to more accurately reflect Wildomar's specific needs and eliminate redundancy, land use changes reflecting ground conditions, and Focus Area changes would not be implemented. The visual character under the proposed project and this Alternative would be similar. Future development under this Alternative would be required to comply with the design standards and guidelines for residential and commercial uses. Therefore, aesthetics impacts as a result of this Alternative would be similar to the Proposed General Plan and would be less than significant.

7.4.2 Agriculture and Forestry Resources

In this Alternative, the City would be developed under the existing land use plan and would involve new development and redevelopment in similar areas as the Proposed General Plan. There are no forestlands or Williamson Act contracts in the City. Currently, 1,733 acres are designated for agricultural uses, of which approximately 69.4 acres are designated Prime Farmland and Unique Farmland. As development under this Alternative and the proposed project would be similar, Prime Farmland and Unique Farmland in the City would be converted to non-farmland uses and impacts would be similar, and significant and unavoidable.

7.4.3 Air Quality

Similar to the Proposed General Plan, this Alternative would result in an increase in emissions in the City that have the potential to exceed the South Coast AQMD's significance thresholds. Therefore, like the Proposed General Plan, implementation of this Alternative would result in significant impacts regarding consistency with the AQMP, cumulatively considerable net increase of pollutants for which the project region is in nonattainment, exposing sensitive receptors to substantial pollutant concentrations and toxic air contaminants. However, unlike the Proposed General Plan, this Alternative would not result in an update to the City's General Plan, which includes updated policies that have the potential to reduce air quality emissions and a more efficient land use plan. In comparison to the Proposed General Plan, this Alternative would have greater air quality impacts, and impacts would remain significant and unavoidable.

7.4.4 Biological Resources

This Alternative would be within the same footprint as the Proposed General Plan; therefore, under this Alternative, biological resource impacts would be similar to the Proposed General Plan. A number of special status plant species and special status wildlife species are known to occur within the vicinity of the City. Federal and state regulations require development projects to assess and mitigate potential biological resources within a project site. Similar to the Proposed General Plan, the current General Plan would increase development and could result in loss of habitat. Compliance with the MSHCP, including payment of Mitigation Fees would be required under both this Alternative and the proposed project. However, unlike the Proposed General Plan, this Alternative would not update the City's General Plan, which includes updated policies with the potential to reduce conflicts with wildlife corridors and sensitive natural communities. As project-specific information is unknown, buildout under this Alternative, as with the proposed project, could impact sensitive or special-status plant and animal species. Therefore, impacts would be similar and significant and unavoidable.

7.4.5 Cultural Resources

Cultural resource impacts are primarily associated with potential ground disturbance and development of previously undisturbed areas, or impacts to potential historic structures (building additions, demolition, etc.). This Alternative would be within the same footprint as the Proposed General Plan. As future ground-disturbing activities could occur under this Alternative, impacts would be similar to the proposed project. Although the City's standard mitigation measures and consultation process under both AB 52 and SB 18 would continue to

apply under this Alternative, it is possible that development under the No Project Alternative could result in an impact to cultural resources and would therefore be significant and unavoidable like the proposed project.

7.4.6 Energy

Under this Alternative, energy impacts would be less than the Proposed General Plan due the decrease in building intensity and population growth when compared to the Proposed General Plan. All the California Building Code energy conservation requirements would still apply under this Alternative as they are not based on the General Plan. As with the Proposed General Plan, impacts would be less than significant.

7.4.7 Geology and Soils

As with the Proposed General Plan, individual development projects under this Alternative would be required to prepare site-specific geotechnical investigations to evaluate seismic, liquefaction, ground settlement, paleontological resources, and/or soil expansion hazards. All development projects would be required to comply with existing federal, state, and local regulations, such as the California Building Code and statewide General Construction Permit. The City's standard mitigation measures and municipal code would apply to development under both the proposed project and this Alternative. Impacts under this Alternative would be similar to the Proposed General Plan and would result in less than significant impacts upon implementation of mitigation measures.

7.4.8 Greenhouse Gas Emissions

Similar to the buildout of the Proposed General Plan, this Alternative would result in an increase in GHG emissions in the City. While there is less development potential under this Alternative, the net benefits of the Proposed General Plan goals, policies, and actions, and participation in the Subregional Climate Action Plan (CAP) per Mitigation Measure GHG-1 to achieve long-term GHG reduction goals and carbon neutrality would not be realized. In summary, overall impacts from GHG emissions under this Alternative would be greater when compared to the Proposed General Plan and remain significant and unavoidable.

7.4.9 Hazards and Hazardous Materials

Under both this Alternative and the Proposed General Plan, land uses throughout the City would be required to comply with existing federal, state, and local regulations governing use, storage, transport, and disposal of hazardous materials and hazardous wastes. The City's standard mitigation measures would be applicable to future development projects under this Alternative and would mitigate risks associated with wildfires to the maximum extent possible. This Alternative would result in similar impacts to the Proposed General Plan, and impacts would remain less than significant with mitigation measures incorporated.

7.4.10 Hydrology and Water Quality

This Alternative would have similar hydrology and water quality impacts as the Proposed General Plan. Future project-specific water quality management plans (WQMPs), preliminary and/or final, would be prepared at the time of project application. Moreover, Low Impact Development (LID) and water quality treatment solutions

prescribed in project-specific WQMPs will be designed to support or enhance the regional best management practices (BMPs) and efforts implemented by the City in order to improve water quality. During construction, project-specific Stormwater Pollution Prevention Plans (SWPPP) are required to be prepared in accordance with the site-specific sediment risk analyses based on the grading plans. The SWPPP must describe construction BMPs that address pollutant source reduction and provide measures/controls necessary to mitigate potential pollutant sources. Given that all future development projects would be required to comply with local, state, and federal regulations, impacts of this Alternative would be similar to the proposed project and would be less than significant.

7.4.11 Land Use and Planning

This Alternative would not result in the proposed land use designation changes as a result of Administrative changes to more accurately reflect Wildomar's specific needs and eliminate redundancy, land use changes reflecting ground conditions, and Focus Area changes. Additionally, the existing General Plan would not reflect new state and local planning laws. Therefore, the land use impacts would be slightly increased under this Alternative in comparison to the Proposed General Plan. Like the Proposed General Plan, impacts would be less than significant.

7.4.12 Mineral Resources

The Proposed General Plan and this Alternative would result in similar impacts to mineral resources. The majority of the City is designated MRZ-3, which is an area where the significance of mineral deposits cannot be determined from available data. Therefore, the City does not have any identifiable significant mineral deposits. However, future development proximate and/or adjacent to the federal lode mining claim, Baxty Queen, could result in the loss of gemstones or rare earth elements. Overall, impacts to mineral resources would be similar to the Proposed General Plan and remain less than significant with mitigation incorporated.

7.4.13 Noise

As the development pattern under this Alternative and the proposed project would be similar, construction and operational noise impacts would also be similar. Development under both this Alternative and the proposed project would be required to comply with the City's noise ordinance. Given that project-specific information is unknown, future development under this Alternative, as with the proposed project, would result in significant and unavoidable impacts.

7.4.14 Population and Housing

According to the 2002 General Plan EIR, growth projections of the current General Plan were determined to be consistent with SCAG projections. While the Proposed General Plan buildout would exceed SCAG's growth projections, the City has a requirement to fulfill its RHNA allocation in order to accommodate projected growth in the City. Additionally, as demonstrated in the EIR, the City can accommodate potential growth. Neither this Alternative nor the proposed project would displace people or housing. Therefore, impacts would be similar and less than significant.

7.4.15 Public Services

This Alternative would result in less population and employment than the Proposed General Plan. Therefore, impacts to public services, including fire, police, school, and library services, would be reduced under this Alternative. Future development allowed under both the Current General Plan and the Proposed General Plan would pay development impact fees, City's General Fund, and Measure AA, would comply with the City's Municipal Code, and would be subject to discretionary review by the appropriate agencies, committees, or the City Council. Overall, impacts related to public services would be less than the Proposed General Plan and remain less than significant.

7.4.16 Recreation

This Alternative would result in a reduction in population compared to the Proposed General Plan, and therefore, this Alternative would result in a reduction in demand for recreation and recreational services in the City. Development under this Alternative and the proposed project would be required to pay development impact fees, as applicable. As with the Proposed General Plan, impacts would be less than significant.

7.4.17 Transportation

Population and employment under this Alternative would be less than in the Proposed General Plan. Vehicle miles traveled (VMT) per service population would be slightly higher than for the Proposed General Plan. However, the proposed project and this Alternative would result in a reduction in VMT per service population by more than three percent. While the development pattern under this Alternative would be similar to the proposed project, the Proposed General Plan would include policies that would improve circulation and reduce VMT. The proposed project would result in a significant and unavoidable impact as a result of cumulative VMT. Overall, impacts would be similar to the Proposed General Plan and significant and unavoidable.

7.4.18 Tribal Cultural Resources

Impacts to tribal cultural resources would primarily be associated with potential ground disturbance and development of previously undisturbed areas. Impacts to potential tribal cultural resources would be similar to the Proposed General Plan. The City's standard tribal mitigation measures for the protection of tribal cultural resources would be applicable under this Alternative. Additionally, both the Proposed General Plan and this Alternative would comply with federal and state regulations pertaining to the protection and preservation tribal cultural resources. Therefore, impacts to potential tribal cultural resources would be similar to the Proposed General Plan and would remain less than significant with mitigation incorporated.

7.4.19 Utilities and Service Systems

Impacts on public utilities (sewer, water, stormwater, solid waste) would be slightly reduced compared to the Proposed General Plan because this Alternative would result in a reduction in population and employment growth, thereby reducing demand. Furthermore, individual projects would be subject to City and agency permits, fees, and applications to ensure that these projects would not pose burdens on the existing infrastructure. Therefore, impacts would less than the proposed project and remain less than significant.

7.4.20 Wildfire

Development patterns under this Alternative and the proposed project would be similar; development would be allowed to occur in areas designated as a Very High Fire Hazard Severity Zone. Future development would be required to comply with local, state, and federal regulations, as well as the City's standard mitigation measures. Therefore, impacts would be similar to the Proposed General Plan and less than significant with mitigation incorporated.

7.4.21 Conclusion

The No Project/Existing General Plan Alternative would be similar to the proposed project for aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, noise, population and housing, transportation, tribal cultural resources, and wildfire. Impacts to energy, public services, recreation, and utilities and services would be reduced compared to the proposed project. Impacts to air quality, GHG emissions, and land use and planning would be greater than the proposed project. Overall, this Alternative would not result in a more efficient land use plan and would not relieve development pressure in the periphery of the City.

7.5 INCREASED RESIDENTIAL DENSITY IN MIXED-USE AREAS ALTERNATIVE

The Increased Residential Density in Mixed Use Areas Alternative would result in the same buildout as the Proposed General Plan but would increase the intensity of residential growth in areas designated for mixed uses and would consequently develop less land to accommodate the same projected growth. The increase of residential units in mixed use areas would further reduce VMT as there would be more residential uses within proximity to public transit, alternative transportation, jobs, and amenities.

7.5.1 Aesthetics

Under this Alternative, there would be an increase in density and intensity in mixed-use areas, thereby resulting in a reduction of housing units in lower density areas. However, an increase in density and intensity within the mixed-use areas would change the City's visual character and would not meet the City's vision of creating a hometown feel, as such development would overwhelm the adjacent neighborhoods. Nonetheless, as with the proposed project, all future development under this Alternative would be required to be consistent with the City's design guidelines and development standards as listed in the Municipal Code. Overall, impacts would be greater and less than significant.

7.5.2 Agriculture and Forestry Resources

As this Alternative would result in fewer residential units in lower density areas, this Alternative has the potential to reduce the amount of farmland that would be converted to non-agricultural uses. Nonetheless, development would still occur in areas designated as farmland, and therefore, while this Alternative may reduce impacts, it

would not eliminate the conversion of agricultural uses to non-agricultural uses. Overall, impacts would be reduced when compared to the Proposed General Plan but would continue to be significant and unavoidable.

7.5.3 Air Quality

This Alternative would reduce VMT and thereby reduce air quality impacts. Nonetheless, like with the Proposed General Plan, implementation of this Alternative would result in significant impacts regarding consistency with the AQMP, cumulatively considerable net increase of pollutants for which the project region is in nonattainment, exposing sensitive receptors to substantial pollutant concentrations and toxic air contaminants. In comparison to the Proposed General Plan, this Alternative would have reduced air quality impacts, however impacts would remain significant.

7.5.4 Biological Resources

This Alternative would concentrate more development within the mixed-use areas, thereby resulting in a reduction of development elsewhere in the City. While this Alternative has the potential to reduce impacts to sensitive wildlife and plant species, it would not eliminate impacts. Therefore, impacts would be reduced but remain significant and unavoidable.

7.5.5 Cultural Resources

Cultural resource impacts are primarily associated with potential ground disturbance and development of previously undisturbed areas, or impacts to potential historic structures (building additions, demolition, etc.). While this Alternative would result in less ground disturbance in portions of the City designated for lower density uses, the possibility of impacting cultural resources would be reduced when compared to the proposed project, but remain significant and unavoidable.

7.5.6 Energy

Similar to the buildout of the Proposed General Plan, this Alternative would result in an increase in energy use in the City compared to existing conditions. Higher density uses within mixed-use development would contribute to a reduction in energy use from the transportation sector and overall VMT. Therefore, this Alternative could result in shorter distances traveled, as there would be an increase in residential uses within proximity to jobs and other amenities. Overall, impacts on energy use under this Alternative would be less compared to the Proposed General Plan, and would remain less than significant.

7.5.7 Geology and Soils

As with the Proposed General Plan, individual development projects under this Alternative would be required to prepare site-specific geotechnical investigations to evaluate seismic, liquefaction, ground settlement, paleontological resources, and/or soil expansion hazards. All development projects would be required to comply with existing federal, state, and local regulations, such as the California Building Code and statewide General Construction Permit. Impacts under this Alternative would be similar to the Proposed General Plan and would result in less than significant impacts upon implementation of mitigation measures.

7.5.8 Greenhouse Gas Emissions

Similar to the buildout of the Proposed General Plan, this Alternative would result in an increase in GHG emissions in the City, compared to existing conditions. Local GHG emissions reduction measures are necessary to align the City with the GHG reduction targets of the state. This Alternative would result in more concentrated densities in mixed-use areas, and therefore GHG emissions associated with the reduction in VMT would be greater than those of Proposed General Plan. Overall, GHG impacts of this Alternative would be less than those of the Proposed General Plan but would remain significant and unavoidable.

7.5.9 Hazards and Hazardous Materials

Under both this Alternative and the Proposed General Plan, land uses throughout the city would be required to comply with existing federal, state, and local regulations governing use, storage, transport, and disposal of hazardous materials and hazardous wastes. The City's standard mitigation measures for wildfire hazards would be applicable to this Alternative. This Alternative would result in similar impacts to the Proposed General Plan, and impacts would remain less than significant with mitigation measures incorporated.

7.5.10 Hydrology and Water Quality

This Alternative would increase intensity of development in mixed-use areas and reduce development intensity in other areas of the City. Future project-specific water quality management plans (WQMPs), preliminary and/or final, would be prepared at the time of project application. Moreover, Low Impact Development (LID) and water quality treatment solutions prescribed in project-specific WQMPs will be designed to support or enhance the regional best management practices (BMPs) and efforts implemented by the City in order to improve water quality. During construction, project-specific Stormwater Pollution Prevention Plans (SWPPP) are required to be prepared in accordance with the site-specific sediment risk analyses based on the grading plans. The SWPPP must describe construction BMPs that address pollutant source reduction and provide measures/controls necessary to mitigate potential pollutant sources. This Alternative would result in similar impacts to hydrology and water quality to the Proposed General Plan and would be less than significant.

7.5.11 Land Use and Planning

Under this Alternative, there would be an increased density in mixed-use areas, which are typically near services like shopping and employment centers. As such, this Alternative would result in less VMT, and could encourage the expansion of more active transportation and public transit infrastructure in mixed-use areas. Therefore, this Alternative would be consistent with the RTP/SCS goals to provide transit services to the City. Overall land use impacts would be similar to the Proposed General Plan and would be less than significant.

7.5.12 Mineral Resources

As this Alternative would result in a higher density of residential uses within the mixed-use areas, and a reduction of potential development in lower density areas of the City, future development proximate and/or

adjacent to the federal lode mining claim, as well as development elsewhere in the City, would be reduced. Therefore, impacts would be reduced and less than significant with mitigation.

7.5.13 Noise

Like the Proposed General Plan, construction activities under this Alternative could occur close to sensitive receptors. However, as development would be focused in mixed use areas, other portions of the City may not be subjected to the same amount of construction noise as with the proposed project. This Alternative may result in a reduction of traffic noise, due to the reduction of residential uses elsewhere in the City as well as the increase in the use of public transit and active transportation. Nonetheless, while impacts would be reduced, they would remain significant and unavoidable.

7.5.14 Population and Housing

This Alternative would result in the same number of dwelling units and employment as the Proposed General Plan and have the same job-to-housing ratio. This Alternative, as with the proposed project, would not displace people and/or housing. Therefore, population and housing impacts of this Alternative would be the same as Proposed General Plan and remain less than significant.

7.5.15 Public Services

This Alternative would result in the same population and employment as the Proposed General Plan. Impacts on public services, including fire, police, school, and library services, would be the same under this Alternative and would be less than significant.

7.5.16 Recreation

This Alternative would result in the same population as the Proposed General Plan and result in the same demand for recreation and recreational services in the City. Therefore, impacts under this Alternative would be the same compared to the Proposed General Plan and would remain less than significant.

7.5.17 Transportation

This Alternative would reduce VMT compared to the Proposed General Plan because of intensification of the land uses in mixed-use areas, which are typically near shopping and employment options as well as jobs and other amenities. There would also be a corresponding decrease in land use intensity in lower density areas of the City. Also, the increase in density in mixed use areas could encourage the expansion of more public transit and active transportation infrastructure near mixed use areas. While this impact would result in a reduction in VMT, impacts would remain significant and unavoidable.

7.5.18 Tribal Cultural Resources

Impacts to tribal cultural resources would primarily be associated with potential ground disturbance and development of previously undisturbed areas. As there would be less development in lower density areas and

an increase in intensity in mixed use areas, this Alternative would result in less ground-disturbing activities. As with the proposed project, future development would be required to comply with the City's standard mitigation measures as well as comply with state and federal regulations pertaining to tribal cultural resources. Overall, impacts would be less than the Proposed General Plan and would be less than significant with mitigation.

7.5.19 Utilities and Service Systems

As population under this Alternative would be the same as the proposed project, impacts on public utilities (sewer, water, stormwater, solid waste) would be similar compared to the Proposed General Plan. However, because this Alternative would result in an increase in density in mixed-use areas, there could be a reduced need for the expansion of public utilities. As with the proposed project, individual projects would be subject to City permits, fees, and applications to ensure that these projects would not pose burdens on the existing infrastructure. Therefore, impacts would be similar and less than significant.

7.5.20 Wildfire

Under this Alternative, new residential uses would be concentrated in mixed use areas which are focused along the City's main corridors. As a result, there would be less expansion of residential development into wildfire hazard areas. As with all development in the City, projects would be required to comply with local, state, and federal regulations, as well as the City's standard mitigation measures. Because this Alternative could reduce exposure of people and structures to wildfire hazards, this Alternative would result in less impacts compared to the proposed project and would be less than significant with mitigation measures incorporated.

7.5.21 Conclusion

The Increased Residential Density in Mixed Use Areas Alternative would be similar to the proposed project for geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, population and housing, public services, recreation, and utilities and service systems. This Alternative would result in less impacts compared to the proposed project to agriculture and forestry resources, air quality, biological resources, cultural resources, energy, greenhouse gas emissions, mineral resources, noise, transportation, tribal cultural resources, and wildfire. This Alternative would result in greater impacts to aesthetics compared to the proposed project. Overall, this Alternative would result in an increase in higher density development in the City, compared to the proposed project, which does not align with the City's vision.

7.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires a lead agency to identify the "environmentally superior alternative" and, in cases where the "No Project" Alternative is environmentally superior to the proposed project, the environmentally superior development alternative must be identified. This can be challenging for a General Plan Update EIR because much of the public outreach and refinement of the General Plan is designed to address community concerns and environmental issues.

One alternative has been identified as "environmentally superior" to the proposed project:

- Increased Residential Density in Mixed-Use Areas Alternative

The Increased Residential Density in Mixed-Use Areas Alternative has been identified as the environmentally superior alternative. As shown in Table 7-2, *Summary of Impacts of Alternatives Compared to the Proposed General Plan*, and Table 7-3, *Ability of Each Alternative to Meet the Project Objectives*, this Alternative lessens impacts to agriculture and forestry resources, air quality, biological resources, cultural resources, energy, GHG emissions, mineral resources, noise, transportation, tribal cultural resources, and wildlife, while also achieving the benefits of the project objectives.

Table 7-2 Summary of Impacts of Alternatives Compared to the Proposed General Plan

Topic	Proposed General Plan	No Project/Existing General Plan Alternative	Increased Residential Density in Mixed Use Areas Alternative
Aesthetics	LTS	=	+
Agriculture & Forestry Resources	S/U	=	–
Air Quality	S/U	+	–
Biological Resources	S/U	=	–
Cultural Resources	S/U	=	–
Energy	LTS	–	–
Geology and Soils	LTS/M	=	=
GHG Emissions	S/U	+	–
Hazards and Hazardous Materials	LTS/M	=	=
Hydrology and Water Quality	LTS	=	=
Land Use and Planning	LTS	+	=
Mineral Resources	LTS/M	=	–
Noise	S/U	=	–
Population and Housing	LTS	=	=
Public Services	LTS	–	=
Recreation	LTS	–	=
Transportation	S/U	=	–
Tribal Cultural Resources	LTS/M	=	–
Utilities and Service Systems	LTS	–	=
Wildfire	LTS/M	=	–

Notes: NI= No Impact; LTS = Less than Significant; LTS/M = Less than Significant with Mitigation Incorporated; S/U = Significant and Unavoidable
(–) The alternative would result in less of an impact than the Proposed General Plan.
(+) The alternative would result in greater impacts than the Proposed General Plan.
(=) The alternative would result in the same/similar impacts as the Proposed General Plan.

Table 7-3 Ability of Each Alternative to Meet the Project Objectives

Objective	Proposed General Plan	No Project/Existing General Plan Alternative	Increased Residential Density in Mixed Use Areas Alternative
Increase jobs in the City to encourage more residents to work locally and reduce commuting out of the City to work.	Yes	Yes, but to a lesser extent	Yes
Maintain and enhance conservation areas.	Yes	Yes, but to a lesser extent	Yes
Focus growth along major corridors thereby ensuring incremental change in the neighborhoods.	Yes	Yes, but to a lesser extent	Yes
Provide for mixed use development in areas of the City where services and transportation converge, at a density and intensity that is modestly higher than the surrounding neighborhood.	Yes	Yes	Yes, but to a lesser extent

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