INITIAL STUDY FOR THE

BUNDY CANYON ROAD AND ORANGE STREET SUBDIVISION

TENTATIVE PARCEL MAP (30522)

(Planning Application 10-0301)

Lead Agency:

CITY OF WILDOMAR

23873 Clinton Keith Road, Suite 201

Wildomar, CA 92595

Prepared by:

PMC

6020 Cornerstone Court West, Suite 260

San Diego, CA 92121

March 2013

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Note to Reader: To save natural resources, the appendices are contained on a CD-ROM included with the printed copy of this Initial Study. The appendices are also available on the Environmental Documents Center of the City of Wildomar Planning Department website (http://www.cityofwildomar.org/planning.asp). Printed copies of the appendices are also available as part of the project file and can be reviewed at the following location:

City of Wildomar City Hall
23873 Clinton Keith Rd., Suite 201
Wildomar, CA 92595
Hours: Monday – Thursday, 8 a.m. – 5 p.m. (closed Fridays)

APPENDICES

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I. INTRODUCTION

PURPOSE

This document is an Initial Study that evaluates the environmental impacts resulting from the implementation of a proposed Tentative Parcel Map that would subdivide approximately 10.3 acres into seven parcels zoned for commercial/retail development at the southeast corner of Bundy Canyon Road and Orange Street in Wildomar, California.

II. PROJECT DESCRIPTION

PROJECT LOCATION AND SETTING

The proposed project site (No. 10-0031) is located at the southeast corner of Bundy Canyon Road and Orange Street in Wildomar, California. The regional and local vicinity of the project site are shown in **Figures 1** and **2**. The Assessor's Parcel Numbers (APNs) for the project site are 367-100-026 and 367-100-032.

The proposed project site is located in the northwest portion of the city adjacent to Interstate 15 (I-15) at the Bundy Canyon Road exit. The project is located west of the southbound I-15 onramp, north of vacant land designated for Commercial Retail (CR) land uses, east of Orange Street, and south of Bundy Canyon Road. Currently, the project site is vacant. The site is approximately 1,345 to 1,391 feet above mean sea level. The latitude and longitude location for the site are 33°37'33.33"N and 117°16'27.83"W, respectively.

The north half of the site has been graded and the soils are compacted. The south half of the site has been disked. Mapped soils on the site are Ramona sandy loam, Ramona very fine sandy loam, Greenfield sandy loam, and Hanford coarse sandy loam (Soil Conservation Service 1971). Soils observed on the site appear consistent with these designations. One remnant drainage was identified within the proposed project area. The earthen channel begins in the northeastern quarter of the site and crosses the site from east to west. It is approximately 20 feet wide at its widest in the eastern portion of the site and approximately 2 feet wide at the western edge of the study area. The upstream feeding waters to this drainage were relocated underground in 2006/2007 by the Riverside County Flood Control District. Water is conveyed into the storm drainage system west of the site near its boundary with the I-15 right of way. The abandoned, on site drainage does not currently receive any storm flows from upstream areas and no longer has any connectivity to any upstream or downstream waters. This remnant drainage does not support any aquatic, wetland, or riparian habitat and no longer functions as a stream. No potential jurisdictional wetlands or jurisdictional streambed occur within the study area. (LSA, 2012)

The City of Wildomar General Plan land use designation for the project site is Commercial Retail (CR), which allows for local and regional-serving retail and service uses. The General Plan land use designation for the properties immediately adjacent to the project site on the north, northwest, south, east, and west is also Commercial Retail. The property to the southwest is designated for Medium Density Residential (MDR) land uses, and the nearest homes are across Orange Street approximately 100 feet west of the project site.

The project site is zoned Scenic Highway Commercial (C-P-S). The CPS zone district allows for retail and commercial uses conducted within a building and includes uses such as restaurants, retail, and convenience markets. Other uses permitted with a conditional use permit include larger gas service stations and automobile repair shops (17.80 Wildomar Municipal Code). The zoning for the adjacent properties includes Scenic Highway Commercial (C-P-S) to the north, south, and southeast; General Commercial (C-1/C-P) to the northwest and northeast; and Rural Residential (R-R) to the southwest.

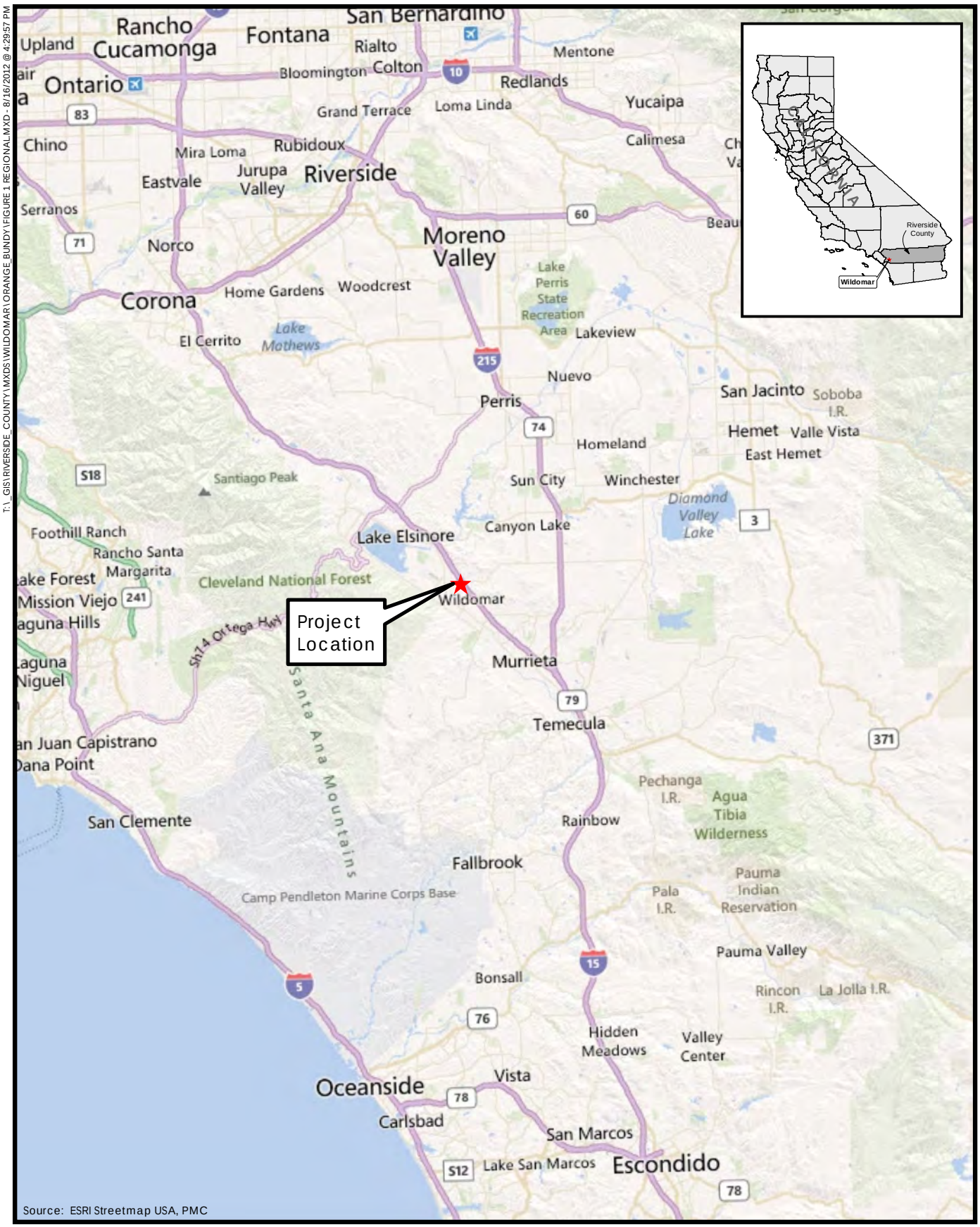

Figure 1
Regional Vicintiy Map

T:_GIS\RIVERSIDE_COUNTY\MXDS\WILDOMAR\ORANGE_BUNDY\FIGURE 2 PROJECT LOCATION.MXD - 8/16/2012 @ 4:30:31 PM

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Figure 2
Project Location Map

PROJECT DESCRIPTION

The applicant is applying for a Tentative Parcel Map (30522) to subdivide two existing parcels, totaling approximately 10.3 acres, into seven parcels for future commercial development. Existing parcels include APN 367-100-026, which encompasses approximately 2.4 acres, and APN 367-100-032, which encompasses approximately 7.9 acres. The seven new parcels would be numbered Parcels 1 through 7 and would be divided as shown in **Table 1-1** and **Figures 3A** and **3B**.

Table 1-1
Proposed Parcel Acreage

Parcel Number	Project Site Acreage		
	Gross	Net	Dedicated Land
1	1.31	1.02	0.29
2	1.38	1.29	0.09
3	2.12	1.99	0.13
4	1.43	1.43	–
5	1.18	1.18	–
6	1.76	1.74	0.02
7	1.08	0.86	0.22
Totals	**10.26**	**9.51**	**0.75**

Source: LDDC 2012, Figure 3A

As noted in **Table 1-1** above, the proposed project would dedicate approximately 0.75 acres of the project site to the City of Wildomar for right-of-way necessary to accommodate access to/from the future commercial development. As shown on **Figure 3A**, the property lines along proposed Parcels 1, 2, 3, and 7 would be realigned to accommodate future improvements to Orange Street and Bundy Canyon Road. The amount of land to be dedicated from each parcel is summarized in **Table 1-1**.

Development Assumptions

While there is no development proposed with the proposed Tentative Parcel Map project, this initial study and the underlying technical studies have assumed and evaluated the realistic potential near term development of a fast-food restaurant on Parcel 2 and a gasoline service station on Parcel 1. Both parcels front on Bundy Canyon Road, and Parcel 1 is on the southeast corner of Bundy Canyon Road and Orange Street and it is anticipated that they will be developed first in the near term as preliminary discussions and planning for such uses have recently begun. The development assumptions for these two parcels will be evaluated in this Initial Study. In addition, a driveway linking Parcels 1 and 2 to Bundy Canyon Road will be developed at the northern portion of Parcel 3, and the stormwater system for the entire site will be constructed in Parcel 7. There is no reasonably foreseeable near-term development anticipated at this time for the remainder of Parcel 3 or on Parcels 4 through 6; however, it is reasonable to anticipate that these parcels would be developed in the long-term with commercial uses given the existing commercial zoning of the site. As these are future projects, the evaluation of potential impacts will be more

programmatic than the evaluation of development assumptions on Parcels 1, 2, and 7 and the developed portion of Parcel 3.

Parcel Map

The proposed Tentative Parcel Map will result in the division of the property into seven parcels. As part of the map process, dedication of right-of-way will occur along both Bundy Canyon Road and Orange Street to enable development of the frontages on these roads to City Standard 201 and 401 for Bundy Canyon Road and Standard 94 for Orange Street. **Table 1-1** indicates the acreages associated with the dedication, and **Figure 3A** shows which parcels front Orange Street and Bundy Canyon Road. Note that Parcels 4 and 5 do not front either of the roadways and will not need to provide right-of-way dedication. The project proposes three shared driveways: a right-turn-in/right-turn-out only driveway on Bundy Canyon Road between Parcels 1 and 2, and two full-access driveways on Orange Street on Parcels 3 and 6. Access from the shared driveways to the parcels will be through mutual access easements shown in **Figure 3A**.

The division of the land will also necessitate the extension of municipal utilities to the project site. These utilities include water, sewer, power, cable television, and telephone. All utilities will be underground and within the road right-of-way or public utility easements. As part of the map, the project will provide a storm drainage system designed to accommodate buildout of all parcels. The entire site will be graded with the first phase of the project. The applicant has stated that there is no import or export of fill material required for the grading.

Development Assumptions

The City of Wildomar requires plot plan review (and when applicable, a conditional use permit) for all commercial projects, which also includes compliance with the California Environmental Quality Act (CEQA). At this time, there is no development plot plan before the City; all details of subsequent projects are assumptions based on the site zoning, similar development in the City, industry practice and primilary development discussions regarding the subject site. Parcels 1, 2, and 7 and a portion of Parcel 3 are assumed to have reasonably foreseeable projects and are evaluated accordingly at a project level in this Initial Study/Mitigated Negative Declaration (IS/MND); Parcels 4 through 6 and the remainder of Parcel 3 will be developed at an unknown later date. A conceptual plan for development of these parcels was required to ensure that the driveway and on-site circulation pattern was adequate. **Figure 5** illustrates the development assumptions for the proposed project.

Phase 1

Parcel 1

Development of the gas station will require approval of a conditional use permit. For purposes of environmental analysis in this Initial Study, Parcel 1 is assumed to develop with a 12 fueling position service station and convenience market with 30 parking spaces. Development of this parcel will also require City standard street improvements (i.e. curb, gutter, sidewalk, street lights, fire hydrants) along Bundy Canyon Road and Orange Street. (See Figure 3A)

Parcel 2

Restaurants are a permitted use in the C-P-S zone district. This environmental analysis assumes a 3,280-square-foot fast-food restaurant with drive-through window and 70 parking spaces. Development of this

parcel will also require City standard street improvements (i.e. curb, gutter, sidewalk, street lights, fire hydrants) along Bundy Canyon Road and Orange Street. (See Figure 3A) along Bundy Canyon Road.

Portion of Parcel 3

Because Parcel 3 has one of the shared driveways for the proposed project, at least a portion of the site must be paved to support development anticipated on Parcels 1 and 2. As shown in **Figure 5**, Parcel 3 would provide access in the short term with the development of Parcels 1 and 2.

Parcel 7

Parcel 7 will contain the stormwater facilities that will be capable of providing stormwater drainage to the entire site in its full buildout condition. Development of this parcel will also require City standard street improvements along Orange Street.

Phase 2

Remaining Portion of Parcel 3

In the long-term, approximately 200 parking spaces for development on Parcels 4 through 6 is anticipated. Development of this parcel will also require City standard street improvements along Orange Street (see **Figure 5**).

Parcels 4 through 6

These parcels would probably develop with commercial structures and parking and be designed to visually include the gas station and restaurant on Parcels 1 and 2 as "pad sites" in a small shopping center development oriented toward Orange Street and Bundy Canyon Road. As part of Phase I development these parcels would be graded as needed to help balance the site and eliminate the need for import/export of fill material.

Grading

The project site will be graded in at least two phases. The first phase will include all parcels to accommodate the potential for a restaurant, gas station, parking, and access on Parcels 1, 2, and 3. The remainder of the area will be graded as needed for unknown future development. As designed, the project will not need to import or export soil**.**

Access and Roadway Improvements

Access to Parcels 1 and 2 would be from a shared driveway on Bundy Canyon Road and through a mutual access and parking easement across Parcel 3 and a shared driveway on Orange Street. The Bundy Canyon Road driveway will only allow access to the project via the eastbound lanes of Bundy Canyon Road, while the Orange Street driveway will allow for access to the project site from both north- and southbound vehicles. An additional driveway along the southern property line of the project would allow for access to Parcels 4 through 6 from Orange Street. In addition, the project will construct frontage roadway improvements along Orange Street and Bundy Canyon Road.

South of the Orange Street/Bundy Canyon Road intersection, Orange Street would be realigned and striped to accommodate one southbound through lane, two northbound through lanes, one westbound left-turn lane, and one eastbound right-turn lane. East of the Orange Street/Bundy Canyon Road intersection, Bundy Canyon Road would be realigned and striped to accommodate one northbound right-

turn lane, one westbound through lane, one southbound left-turn lane, one eastbound right-turn-only lane (to the project site and/or I-15 onramp), two eastbound through lanes, and a 4-foot-wide raised-curb median. As part of the project improvements, the Orange Street and Bundy Canyon Road crosswalks will be realigned to join the realigned corner. Roadway improvements are shown in **Figure 3B**.

Phasing

Future development of buildings will require plot plan applications, and a conditional use permit for the gas station assumed for Parcel 1. Future development on the project site would occur in at least two phases. Phase I would include development of proposed Parcels 1, 2, and 7 and a portion of Parcel 3 as described above. Parcels 4 through 6 and the remainder of Parcel 3 would be developed at some currently undetermined point in the future.

Water and Wastewater Demand Assumption

As the proposed project has no building plans, estimates of water and wastewater demand are based on similar development in the area. The City of Corona to the north of Wildomar uses an estimate of 1,050 gallons per day per acre for commercial uses in their Sewer Master Plan. The City of Murrieta to the south of Wildomar uses 0.402 gallons per day of water demand per square foot of commercial space in their General Plan Update Water Supply Assessment. Assuming a floor area ratio of between 0.25 and 0.50 for the proposed project, the 9.50 acres of developable land remaining after roadway improvements on the Bundy Canyon Road and Orange Street site could result in a water demand of between 4,200 and 8,300 gallons of water per day. Wastewater demand would be approximately 10,000 gallons per day. As the wastewater demand is seldom more than the water usage for commercial property, 10,000 gallons per day for both water demand and wastewater generation will be used in the analysis.

According to the California Regional Water Quality Control Board Order No. R8-2005-0003, the EVMWD treatment plant has a capacity of 8 million gallons per day (mgd) with an average flow of approximately 4.66 mgd resulting in a treatment capacity of approximately 3.34 mgd.

Sewer Service

Sewer service will be provided through connection to an existing 12-inch sewer line in Bundy Canyon Road. The existing sewer line connects to the Regional Wastewater Treatment Plant located on 14980 Strickland Avenue, in the City of Lake Elsinore. Although only Parcels 1 and 2 of the proposed project front onto Bundy Canyon Road, sewer connection for other parcels on the project site will be through mutual access and utility easements under the parking and driveway areas shown on the Parcel Map (see **Figure 3a**).

T:_CS\Work\Wildomar, City of\Orange_Bundy Commercial_10-0301-1 Figures

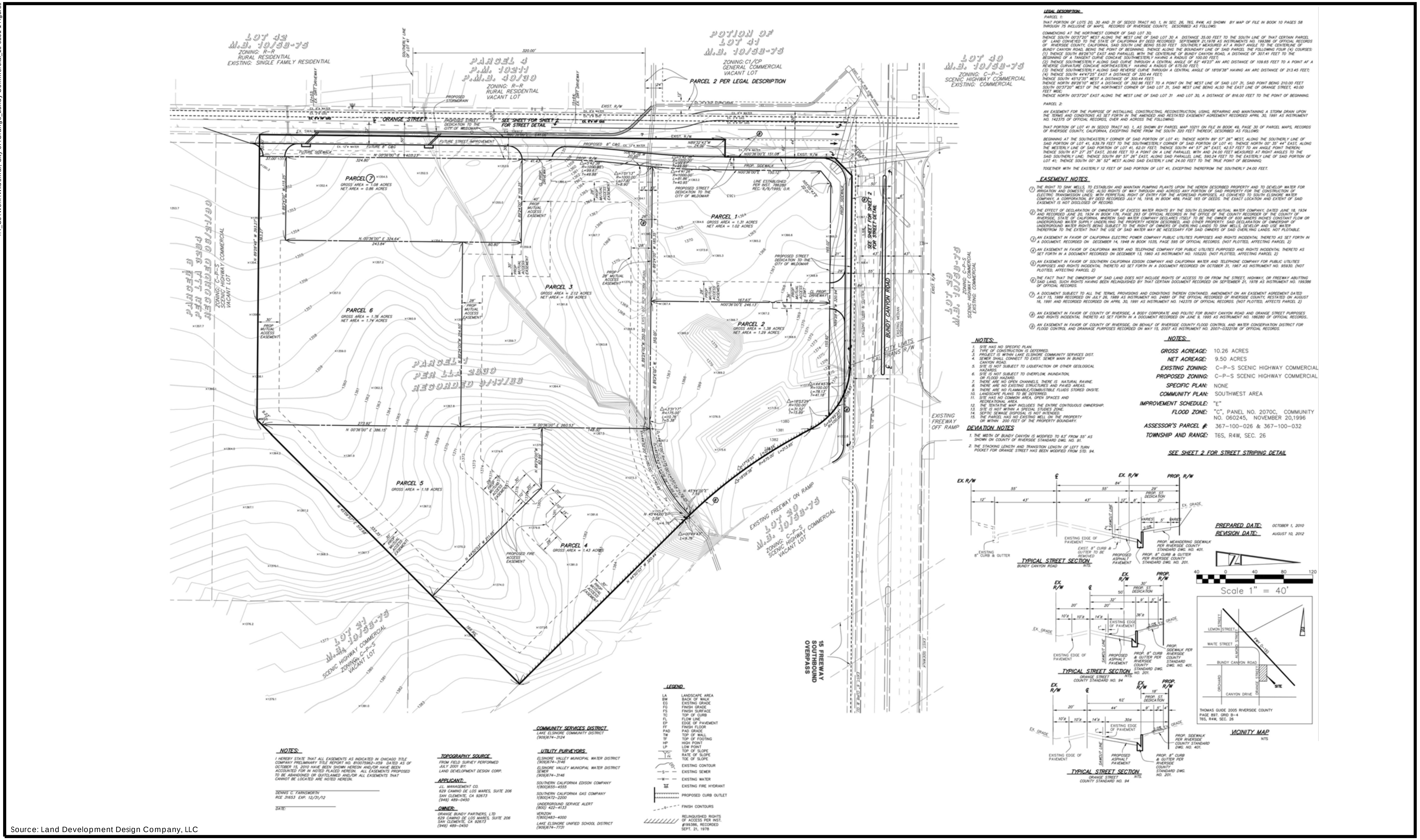

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Figure 3A

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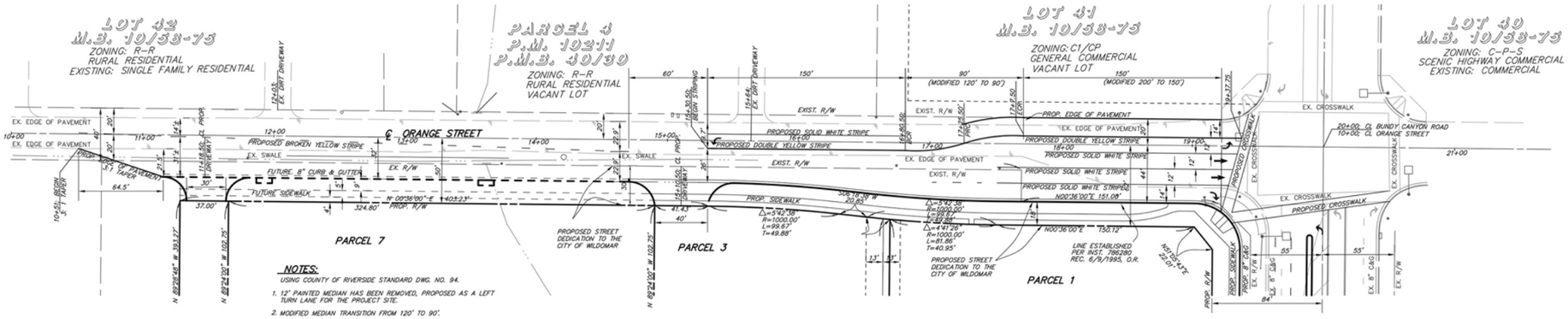
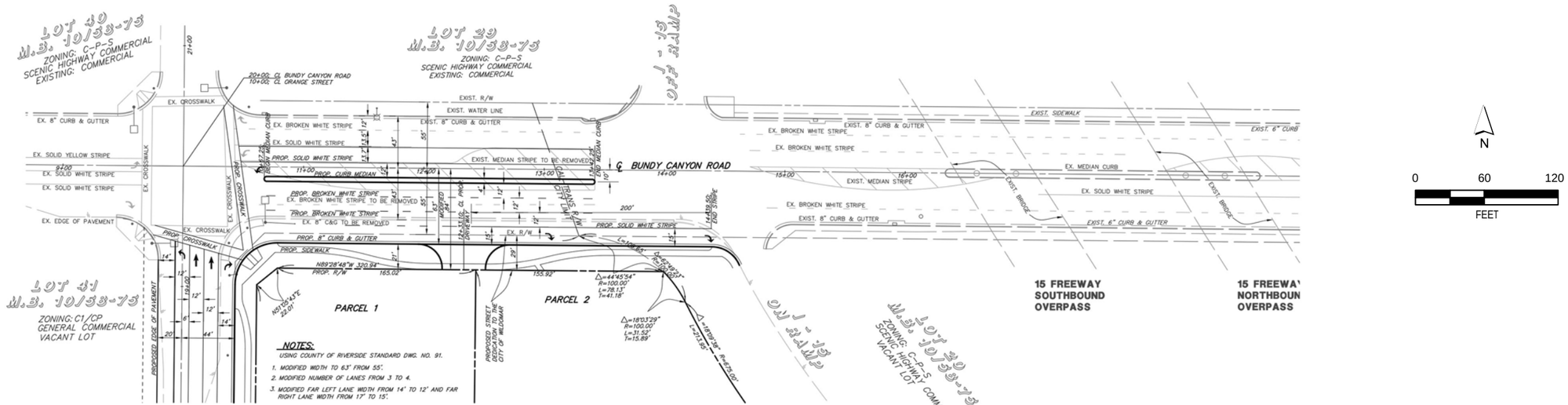


ORANGE STREET
STRIPING DETAIL



BUNDY CANYON ROAD
STRIPING DETAIL

Source: Land Development Design Company, LLC

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Figure 3B
PM 30522 Sheet 2 8-13-12

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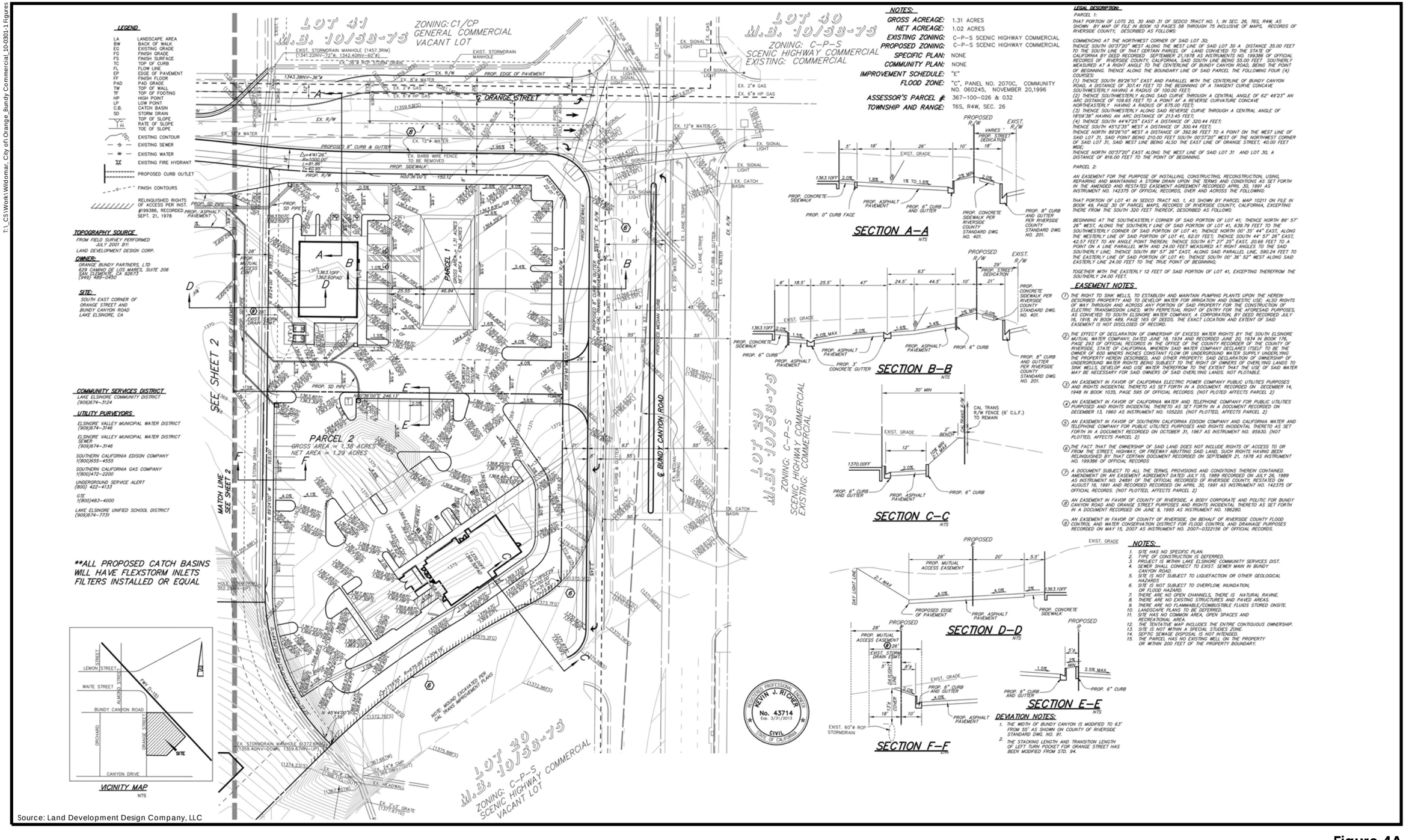

Source: Land Development Design Company, LLC

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Figure 4A
Grading Plan 1 of 2

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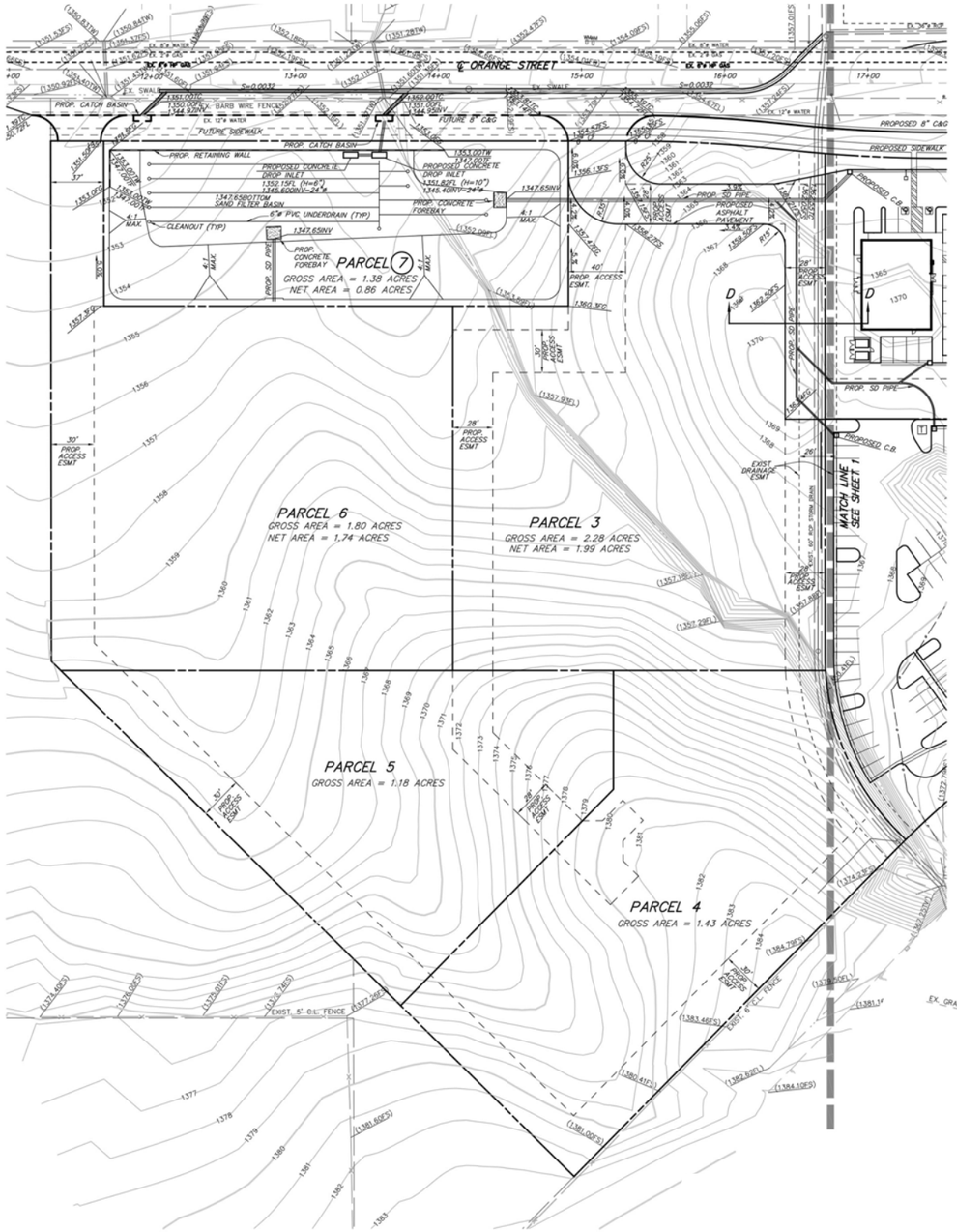
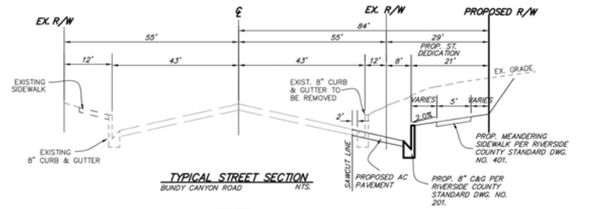
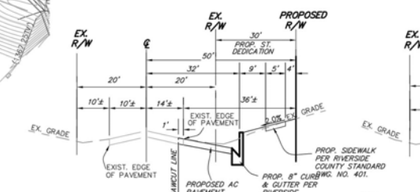
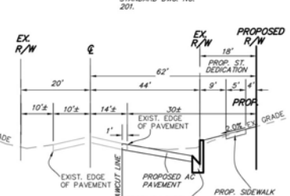




TYPICAL STREET SECTION
BUNDY CANYON ROAD
NTS.



TYPICAL STREET SECTION
ORANGE STREET
COUNTY STANDARD NO. 94
NTS.



TYPICAL STREET SECTION
ORANGE STREET
COUNTY STANDARD NO. 94
NTS.

REGISTERED PROFESSIONAL ENGINEER
KEVIN J. RICRER
No. 43714
Exp. 3/31/2013
CIVIL
STATE OF CALIFORNIA

GRADING QUANTITIES:

ONSITE:

ITEM	A CUT (C.Y.)	B FILL (C.Y.)
1. RAW VOLUME	21,200	16
2. SUBSIDENCE (0.15)	720	------
3. OVEREXCAVATION	670	670
4. TOTAL CUT (1A-2A+3A)	21,150	------
5. SHRINKAGE (15% 4A) (SUBTOTAL)	3,170	------
6. CUT AVAILABLE (3A-4A)	17,980	------
7. TOTAL FILL (1B+3B)	------	686

PARCELS 3 TO 6 WILL BE USED TO BALANCE EXCESS MATERIAL ONSITE

**ALL PROPOSED CATCH BASINS WILL HAVE FLEXSTORM INLETS FILTERS INSTALLED OR EQUAL

SEE SHEET 1 FOR SECTION D-D

Source: Land Development Design Company, LLC

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Figure 4B
Grading Plan 2 of 2

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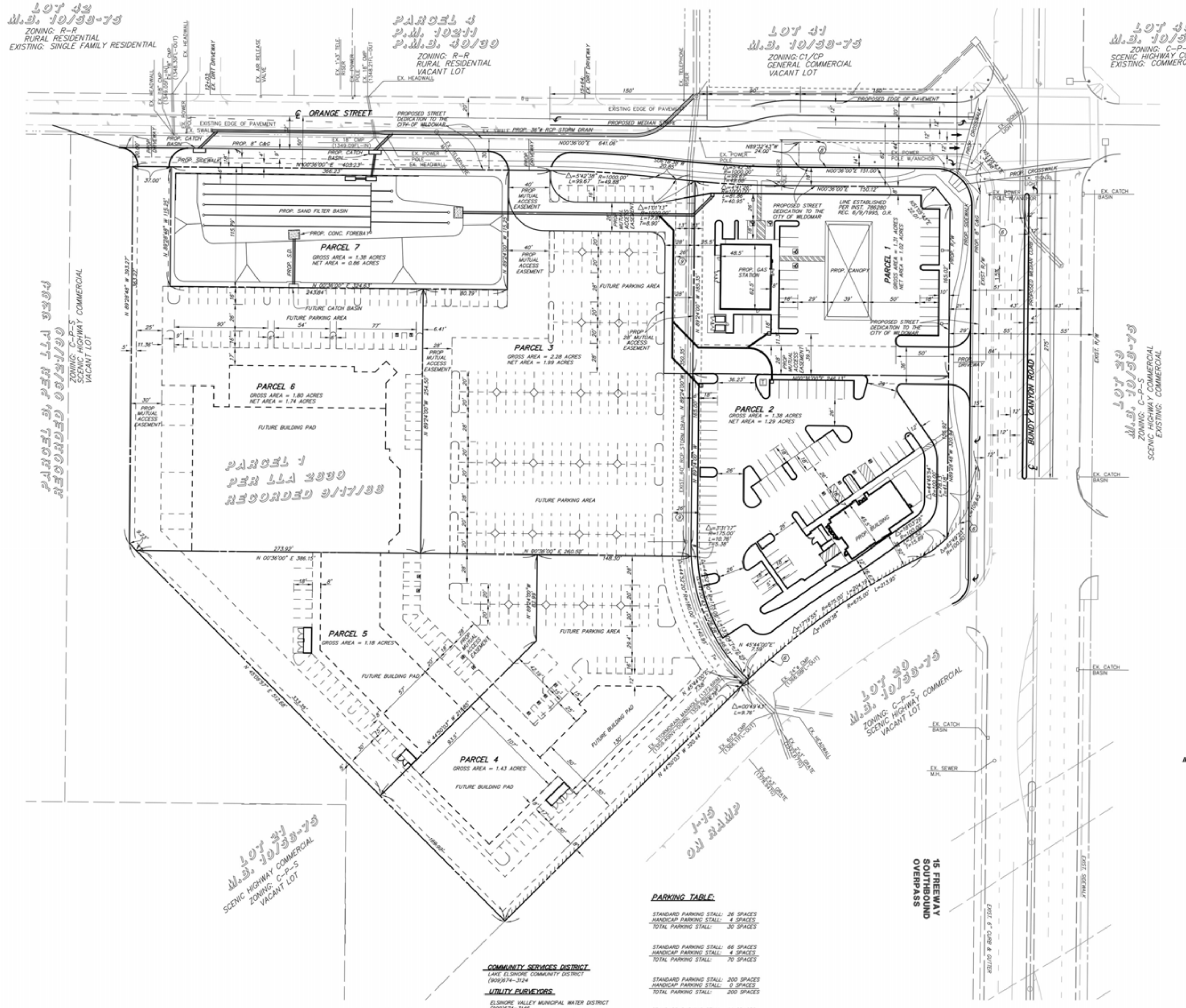

LEGAL DESCRIPTION:

PARCEL 1:

THAT PORTION OF LOTS 20, 30 AND 31 OF SEDCO TRACT NO. 1, IN SEC. 26, T6S, R4W, AS SHOWN BY MAP OF FILE IN BOOK 10 PAGES 58 THROUGH 75 INCLUSIVE OF MAPS, RECORDS OF RIVERSIDE COUNTY, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 30;
THENCE SOUTH 00°37'20" WEST ALONG THE WEST LINE OF SAID LOT 30 A DISTANCE 35.00 FEET TO THE SOUTH LINE OF THAT CERTAIN PARCEL OF LAND CONVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED SEPTEMBER 21,1978 AS INSTRUMENTS NO. 199386 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, SAID SOUTH LINE BEING 55.00 FEET SOUTHERLY MEASURED AT A RIGHT ANGLE TO THE CENTERLINE OF BUNDY CANYON ROAD, BEING THE POINT OF BEGINNING. THENCE ALONG THE BOUNDARY LINE OF SAID PARCEL THE FOLLOWING FOUR (4) COURSES:
(1) THENCE SOUTH 89°26'10" EAST AND PARALLEL WITH THE CENTERLINE OF BUNDY CANYON ROAD, A DISTANCE OF 307.41 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 100.00 FEET;
(2) THENCE SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 62° 49'23" AN ARC DISTANCE OF 109.65 FEET TO A POINT AF A REVERSE CURVATURE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 675.00 FEET;
(3) THENCE SOUTHWESTERLY ALONG SAID REVERSE CURVE THROUGH A CENTRAL ANGLE OF 18°09'38" HAVING AN ARC DISTANCE OF 213.45 FEET;
(4) THENCE SOUTH 44°47'25" EAST A DISTANCE OF 320.44 FEET;
THENCE SOUTH 45°12'35" WEST A DISTANCE OF 300.44 FEET;
THENCE NORTH 89°26'10" WEST A DISTANCE OF 392.96 FEET TO A POINT ON THE WEST LINE OF SAID LOT 31, SAID POINT BEING 210.00 FEET SOUTH 00°37'20" WEST OF THE NORTHWEST CORNER OF SAID LOT 31, SAID WEST LINE BEING ALSO THE EAST LINE OF ORANGE STREET, 40.00 FEET WIDE;
THENCE NORTH 00°37'20" EAST ALONG THE WEST LINE OF SAID LOT 31 AND LOT 30, A DISTANCE OF 816.00 FEET TO THE POINT OF BEGINNING.

PARCEL 2:

AN EASEMENT FOR THE PURPOSE OF INSTALLING, CONSTRUCTING, RECONSTRUCTION, USING, REPAIRING AND MAINTAINING A STORM DRAIN UPON THE TERMS AND CONDITIONS AS SET FORTH IN THE AMENDED AND RESTATED EASEMENT AGREEMENT RECORDED APRIL 30, 1991 AS INSTRUMENT NO. 142375 OF OFFICIAL RECORDS, OVER AND ACROSS THE FOLLOWING:

THAT PORTION OF LOT 41 IN SEDCO TRACT NO. 1, AS SHOWN BY PARCEL MAP 10211 ON FILE IN BOOK 49, PAGE 30 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, EXCEPTING THERE FROM THE SOUTH 320 FEET THEREOF, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEASTERLY CORNER OF SAID PORTION OF LOT 41; THENCE NORTH 89° 57' 26" WEST, ALONG THE SOUTHERLY LINE OF SAID PORTION OF LOT 41, 639.79 FEET TO THE SOUTHWESTERLY CORNER OF SAID PORTION OF LOT 41; THENCE NORTH 00° 35' 44" EAST, ALONG THE WESTERLY LINE OF SAID PORTION OF LOT 41, 62.01 FEET; THENCE SOUTH 44° 57' 26" EAST, 42.57 FEET TO AN ANGLE POINT THEREIN; THENCE SOUTH 67° 27' 25" EAST, 20.66 FEET TO A POINT ON A LINE PARALLEL WITH AND 24.00 FEET MEASURED AT RIGHT ANGLES TO THE SAID SOUTHERLY LINE; THENCE SOUTH 89° 57' 26" EAST, ALONG SAID PARALLEL LINE, 590.24 FEET TO THE EASTERLY LINE OF SAID PORTION OF LOT 41; THENCE SOUTH 00° 36' 52" WEST ALONG SAID EASTERLY LINE 24.00 FEET TO THE TRUE POINT OF BEGINNING;

TOGETHER WITH THE EASTERLY 12 FEET OF SAID PORTION OF LOT 41, EXCEPTING THEREFROM THE SOUTHERLY 24.00 FEET.

EASEMENT NOTES

1. THE RIGHT TO SINK WELLS, TO ESTABLISH AND MAINTAIN PUMPING PLANTS UPON THE HEREIN DESCRIBED PROPERTY AND TO DEVELOP WATER FOR IRRIGATION AND DOMESTIC USE; ALSO RIGHTS OF WAY THROUGH AND ACROSS ANY PORTION OF SAID PROPERTY FOR THE CONSTRUCTION OF ELECTRIC TRANSMISSION LINES; WITH PERPETUAL RIGHT OF ENTRY FOR THE AFORESAID PURPOSES, AS CONVEYED TO SOUTH ELSINORE WATER COMPANY, A CORPORATION, BY DEED RECORDED JULY 16, 1918, IN BOOK 489, PAGE 165 OF DEEDS. THE EXACT LOCATION AND EXTENT OF SAID EASEMENT IS NOT DISCLOSED OF RECORD.
2. THE EFFECT OF DECLARATION OF OWNERSHIP OF EXCESS WATER RIGHTS BY THE SOUTH ELSINORE MUTUAL WATER COMPANY, DATED JUNE 18, 1934 AND RECORDED JUNE 20, 1934 IN BOOK 176, PAGE 293 OF OFFICIAL RECORDS IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, WHEREIN SAID WATER COMPANY DECLARES ITSELF TO BE THE OWNER OF 600 MINERS INCHES CONSTANT FLOW OR UNDERGROUND WATER SUPPLY UNDERLYING THE PROPERTY HEREIN DESCRIBED, AND OTHER PROPERTY. SAID DECLARATION OF OWNERSHIP OF UNDERGROUND WATER RIGHTS BEING SUBJECT TO THE RIGHT OF OWNERS OF OVERLYING LANDS TO SINK WELLS, DEVELOP AND USE WATER THEREFROM TO THE EXTENT THAT THE USE OF SAID WATER MAY BE NECESSARY FOR SAID OWNERS OF SAID OVERLYING LANDS. NOT PLOTABLE.
3. AN EASEMENT IN FAVOR OF CALIFORNIA ELECTRIC POWER COMPANY PUBLIC UTILITIES PURPOSES AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT. RECORDED ON DECEMBER 14, 1948 IN BOOK 1035, PAGE 595 OF OFFICIAL RECORDS. AFFECTING PARCEL 2.
4. AN EASEMENT IN FAVOR OF CALIFORNIA WATER AND TELEPHONE COMPANY FOR PUBLIC UTILITIES PURPOSED AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT RECORDED ON DECEMBER 13, 1960 AS INSTRUMENT NO. 105220. AFFECTING PARCEL 2.
5. AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY AND CALIFORNIA WATER AND TELEPHONE COMPANY FOR PUBLIC UTILITIES PURPOSES AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT RECORDED ON OCTOBER 31, 1967 AS INSTRUMENT NO. 95930. AFFECTING PARCEL 2.
6. THE FACT THAT THE OWNERSHIP OF SAID LAND DOES NOT INCLUDE RIGHTS OF ACCESS TO OR FROM THE STREET, HIGHWAY, OR FREEWAY ABUTTING SAID LAND, SUCH RIGHTS HAVING BEEN RELINQUISHED BY THAT CERTAIN DOCUMENT RECORDED ON SEPTEMBER 21, 1978 AS INSTRUMENT NO. 199386 OF OFFICIAL RECORDS
7. A DOCUMENT SUBJECT TO ALL THE TERMS, PROVISIONS AND CONDITIONS THEREIN CONTAINED. AMENDED AND RESTATED EASEMENT AGREEMENT RECORDED ON APRIL 30, 1991 AS INSTRUMENT NO. 142375 OF OFFICIAL RECORDS. AFFECTING PARCEL 2.
8. AN EASEMENT IN FAVOR OF COUNTY OF RIVERSIDE, A BODY CORPORATE AND POLITIC FOR BUNDY CANYON ROAD AND ORANGE STREET PURPOSES AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT RECORDED ON JUNE 9, 1995 AS INSTRUMENT NO. 186280.
9. AN EASEMENT IN FAVOR OF COUNTY OF RIVERSIDE, ON BEHALF OF RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT FOR FLOOD CONTROL AND DRAINAGE PURPOSES RECORDED ON MAY 15, 2007 AS INSTRUMENT NO. 2007-0322156 OF OFFICIAL RECORDS.

ENGINEERS STATEMENT

I HEREBY STATE ALL EASEMENT AS INDICATED IN CHICAGO TITLE COMPANY PRELIMINARY TITLE REPORT NO. 810075962-X59 DATED OCTOBER 5, 2010, HAVE BEEN SHOWN HEREON AND/OR HAVE BEEN ACCOUNTED FOR IN NOTE PLACED HEREON. ALL EASEMENTS PROPOSED TO BE ABANDONED OR QUITCLAIMED AND/OR ALL EASEMENTS THAT CANNOT BE LOCATED ARE NOTED.

DENNIS C. FARNSWORTH
RCE 31653 EXP. 12/31/12

DATE

REGISTERED PROFESSIONAL ENGINEER
DENNIS C. FARNSWORTH
No. 31653
Exp. 12/31/2012
CIVIL
STATE OF CALIFORNIA

NOTES:

1. SITE HAS NO SPECIFIC PLAN.
2. TYPE OF CONSTRUCTION IS DEFERRED.
3. PROJECT IS WITHIN LAKE ELSINORE COMMUNITY SERVICES DIST.
4. SEWER SHALL CONNECT TO EXIST. SEWER MAIN IN BUNDY CANYON ROAD.
5. SITE IS NOT SUBJECT TO LIQUEFACTION OR OTHER GEOLOGICAL HAZARDS
6. SITE IS NOT SUBJECT TO OVERFLOW, INUNDATION, OR FLOOD HAZARD.
7. THERE ARE NO OPEN CHANNELS, THERE IS NATURAL RAVINE.
8. THERE ARE NO EXISTING STRUCTURES AND PAVED AREAS.
9. THERE ARE NO FLAMMABLE/COMBUSTIBLE FLUIDS STORED ONSITE.
10. LANDSCAPE PLANS TO BE DEFERRED.
11. SITE HAS NO COMMON AREA, OPEN SPACES AND RECREATIONAL AREA.
12. THE TENTATIVE MAP INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP.
13. SITE IS NOT WITHIN A SPECIAL STUDIES ZONE.
14. SEPTIC SEWAGE DISPOSAL IS NOT INTENDED.
15. THE PARCEL HAS NO EXISTING WELL ON THE PROPERTY OR WITHIN 200 FEET OF THE PROPERTY BOUNDARY.

PREPARED DATE: FEBRUARY 2, 2012
REVISION DATE:

NOTES:

GROSS ACREAGE:	10.26 ACRES
NET ACREAGE:	9.50 ACRES
EXISTING ZONING:	C-P-S SCENIC HIGHWAY COMMERCIAL
PROPOSED ZONING:	C-P-S SCENIC HIGHWAY COMMERCIAL
SPECIFIC PLAN:	NONE
COMMUNITY PLAN:	SOUTHWEST AREA
IMPROVEMENT SCHEDULE:	"E"
FLOOD ZONE:	"C", PANEL NO. 2070C, COMMUNITY NO. 060245, NOVEMBER 20,1996
ASSESSOR'S PARCEL #:	367-100-024 & 367-100-026
TOWNSHIP AND RANGE:	T6S, R4W, SEC. 26

LEGEND

LA	LANDSCAPE AREA
BW	BACK OF WALK
EG	EXISTING GRADE
FG	FINISH GRADE
FS	FINISH SURFACE
TC	TOP OF CURB
FL	FLOW LINE
EP	EDGE OF PAVEMENT
FF	FINISH FLOOR
PAD	PAD GRADE
TW	TOP OF WALL
TF	TOP OF FOOTING
HP	HIGH POINT
LP	LOW POINT
S.D.	STORM DRAIN
C.B.	CATCH BASIN
	TOP OF SLOPE RATE OF SLOPE TOE OF SLOPE
	EXISTING CONTOUR
—S—	EXISTING SEWER
—W—	EXISTING WATER
	EXISTING FIRE HYDRANT
	PROPOSED CURB OUTLET
	FINISH CONTOURS
	RELINQUISHED RIGHTS OF ACCESS PER INST. #199386, RECORDED SEPT. 21, 1978

VICINITY MAP
NTS

THOMAS GUIDE 2005 RIVERSIDE COUNTY
PAGE 897. GRID B-4

PARKING TABLE:

STANDARD PARKING STALL:	26 SPACES
HANDICAP PARKING STALL:	4 SPACES
TOTAL PARKING STALL:	30 SPACES
STANDARD PARKING STALL:	66 SPACES
HANDICAP PARKING STALL:	4 SPACES
TOTAL PARKING STALL:	70 SPACES
STANDARD PARKING STALL:	200 SPACES
HANDICAP PARKING STALL:	0 SPACES
TOTAL PARKING STALL:	200 SPACES
STANDARD PARKING STALL:	44 SPACES
HANDICAP PARKING STALL:	4 SPACES
TOTAL PARKING STALL:	48 SPACES
STANDARD PARKING STALL:	44 SPACES
HANDICAP PARKING STALL:	4 SPACES
TOTAL PARKING STALL:	48 SPACES
STANDARD PARKING STALL:	4 SPACES
HANDICAP PARKING STALL:	0 SPACES
TOTAL PARKING STALL:	4 SPACES
STANDARD PARKING STALL:	51 SPACES
HANDICAP PARKING STALL:	2 SPACES
TOTAL PARKING STALL:	48 SPACES

COMMUNITY SERVICES DISTRICT
LAKE ELSINORE COMMUNITY DISTRICT
(909)674-3124

UTILITY PURVEYORS
ELSINORE VALLEY MUNICIPAL WATER DISTRICT
(909)674-3146
ELSINORE VALLEY MUNICIPAL WATER DISTRICT SEWER
(909)674-3146
SOUTHERN CALIFORNIA EDISON COMPANY
1(800)655-4555
SOUTHERN CALIFORNIA GAS COMPANY
1(800)472-2200
UNDERGROUND SERVICE ALERT
(800) 422-4133
VERIZON
1(800)483-4000
LAKE ELSINORE UNIFIED SCHOOL DISTRICT
(909)674-7731

TOPOGRAPHY SOURCE
FROM FIELD SURVEY PERFORMED JULY 2001 BY:
LAND DEVELOPMENT DESIGN CORP.

APPLICANT:
J.L. MANAGEMENT CO.
629 CAMINO DE LOS MARES, SUITE 206
SAN CLEMENTE, CA 92673
(949) 489-0450

OWNER:
ORANGE BUNDY PARTNERS, LTD
629 CAMINO DE LOS MARES, SUITE 206
SAN CLEMENTE, CA 92673
(949) 489-0450

Source: Land Development Design Company, LLC

0 80 160
FEET
N

Figure 5
Siteplan 12-10-11

Water Service

Water services will also be provided by the EVMWD, which obtains potable water supplies from imported water from the Metropolitan Water District, local surface water from Canyon Lake, and local groundwater from the Elsinore Basin. The EVMWD has access to groundwater from the Elsinore Basin, Coldwater Basin, San Bernardino Bunker Hill Basin, Rialto-Colton Basin, and Riverside-North Basin. Almost all of the groundwater production for potable use occurs in the Elsinore Basin. Imported water supply is purchased from Metropolitan via the Eastern Municipal Water District and Western Municipal Water District. The EVMWD plans to expand its recycled water system to provide recycled water for irrigation users and to maintain water levels in Lake Elsinore during normal and dry years (EVMWD UWMP 2011). Per Metropolitan's Regional Water Urban Water Management Plan (RUWMP), Metropolitan indicates that its existing supplies are adequate to meet the projected demands in all hydrologic conditions through 2035 (Metropolitan Water District 2010). Implementation of planned supplies by Metropolitan increases reliability and maintains an adequate reserve. Based on Metropolitan's 2010 RUWMP, it is assumed that imported water is fully reliable during average, dry, and wet years. The EVMWD Urban Water Management Plan projects a 2035 water demand of 65,258 acre-feet per year, with a projected supply of 70,581 acre-feet per year. With an estimated water demand of 10,000 gallons per day, the proposed project represents 11.2 acre-feet per year. As the project is consistent with the General Plan land use designation and the zoning for the site, the water demand is included in the 2011 Urban Water Management Plan. The project will connect to an existing 12-inch water line in Orange Street. Development of the project was considered in the Urban Water Master Plan as part of the City of Wildomar General Plan.

Other Services

Electric, gas, cable, and telephone services would be extended onto the site from existing lines in Orange Street (see **Figure 3a**). Electricity would be provided by Southern California Edison. The site is located within the boundaries of the Lake Elsinore Unified School District. Local government services are provided by the City of Wildomar. Fire and security services are provided by the City of Wildomar through contracts with the Riverside County Fire Department and the Riverside County Sheriff's Department.

III EXECUTIVE SUMMARY

Summary of Impacts and Mitigation Measures

The following represents a summary of impacts and mitigation measures associated with the proposed project. Note that the City has standard conditions and ordinances that may also address impacts. All subsequent development will be required to comply with the plot plan and/or conditional use permit requirements of the City of Wildomar.

1. Aesthetics

AES-01 Per Section 8.64.060 of the Wildomar Municipal Code, exterior lighting above 4050 lumens is restricted. In addition, all lighting must be fully shielded if feasible and partially shielded in all other cases, and must be focused to minimize spill of light into the night sky and onto adjacent properties.

Timing/Implementation: *Upon submittal of development plans for the proposed project*

Enforcement/Monitoring: *City of Wildomar Planning and Public Works Departments*

AES-02 The precise lighting plan of any future development on the proposed project site will be evaluated by the City of Wildomar Planning Department as part of the plot plan process to ensure compliance with City ordinances.

Timing/Implementation: *Upon submittal of development plans for the proposed project*

Enforcement/Monitoring: *City of Wildomar Planning and Public Works Departments*

2. Agricultural Resources

The proposed project has no impact on agricultural resources.

3. Air Quality

All impacts are less than significant without mitigation.

4. Biological Resources

The following mitigation measure will reduce biological impacts to less than significant:

BIO-01 The project applicant shall conduct construction and clearing activities outside of the avian nesting season (January 15–August 31), where feasible. If clearing and/or construction activities occur during nesting season, preconstruction surveys for nesting raptors and migratory birds shall be conducted by a qualified biologist, up to 14 days before initiation of construction activities. The qualified biologist shall survey the construction zone, and a 250-foot radius surrounding the construction zone, to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds.

Timing/Implementation: *The project applicant shall incorporate requirements into the contract plans. The project applicant's construction inspector*

shall monitor to ensure that measures are implemented during construction.

Enforcement/Monitoring: *City of Wildomar Planning and Public Works Departments*

BIO-02 The project site is within the Stephen's Kangaroo Rat Habitat Conservation Plan (SKRHCP) fee area and will be subject to the SKRHCP fee, per Riverside County Ordinance 336 (as amended through 663.10). This fee is $500 per gross acre of the parcels proposed for development and must be paid upon issuance of a grading permit. The payment of this fee will mitigate for any impacts to Stephen's kangaroo rat habitat. (*Note that the fee amount is current as of this document; however, the fee may change over time and the current fee must be paid at the time of issuance.)*

Timing/Implementation: *The fee must be paid prior to the issuance of a grading permit*

Enforcement/Monitoring: *City of Wildomar Building and Planning Departments*

BIO-03 The proposed project is within the Western Riverside MSHCP area and will be subject to the MSHCP development mitigation fee, per Riverside County Ordinance 810.2. This fee is currently $9,492 per gross acre of the parcels proposed for development and must be paid upon issuance of a grading permit. The payment of this fee will mitigate for any impacts to the MSHCP planning area. (*Note that the fee amount is current as of this document; however, the fee may change over time and the current fee must be paid at the time of issuance.)*

Timing/Implementation: *The fee must be paid prior to the issuance of a grading permit*

Enforcement/Monitoring: *City of Wildomar Building and Planning Departments*

5. Cultural Resources

The following mitigation measures will reduce impacts to cultural resources to a less than significant level:

CUL-01 Prior to future development approval on the project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the following wording shall be included in all construction contract documentation:

If during grading or construction activities cultural resources are discovered on the project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archeologist. Any unanticipated cultural resources that are discovered shall be evaluated and a final report prepared. The report shall include a list of the resources recovered, documentation of each site/locality, and interpretation of resources recovered. In the event the significant resources are recovered and if the qualified archaeologist determines the resources to be historic or unique, mitigation would be required pursuant to and consistent with CEQA Guidelines Sections 15064.5 and 15126.4 and Public Resources Code Section 21083.2.

Timing/Implementation: *As a condition of future development approval, and implemented during ground-disturbing construction activities*

Enforcement/Monitoring: *City of Wildomar Building and Planning Departments*

CUL-02 At least 30 days prior to seeking a grading permit, the project applicant(s) for future development shall contact the appropriate Tribe[1] to notify the Tribe of grading, excavation, and the monitoring program, and to coordinate with the City of Wildomar and the Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The agreement shall address the treatment of known cultural resources; the designation, responsibilities, and participation of Native American Tribal monitors during grading, excavation, and ground-disturbing activities; project grading and development scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.

Timing/Implementation: *Prior to the issuance of a grading permit*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

CUL-03 Prior to future development approval on the project site and issuance of any grading, building or other permit authorizing ground-disturbing activity, the project applicant(s) shall include the following wording on all construction contract documentation:

If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources 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 a reasonable time frame. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

Timing/Implementation: *As a condition of future development approval, and implemented during ground-disturbing construction activities*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

CUL-04 The landowner shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts that are found on the project site, to the appropriate Tribe for proper treatment and disposition.

Timing/Implementation: *As a condition of project approval, and implemented during ground-disturbing construction activities*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

[1] It is anticipated that the Pechanga Band of Luiseño Indians will be the "appropriate" Tribe due to their prior and extensive coordination with the surrounding cities in determining potentially significant impacts and appropriate mitigation measures.

CUL-05 All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible as determined by a qualified professional in consultation with the appropriate culturally affiliated Native American Tribe. To the extent that a sacred site cannot be feasibly preserved in place or left in an undisturbed state, mitigation measures shall be required pursuant to and consistent with Public Resources Code Section 21083.2.

Timing/Implementation: *As a condition of project approval, and implemented during ground-disturbing construction activities*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

CUL-06 Prior to future development approval on the project site and issuance of any grading, building or other permit authorizing ground-disturbing activity, the project applicant(s) shall include the following wording on all construction contract documentation:

If inadvertent discoveries of subsurface archaeological resources are discovered during grading, work shall be halted immediately within 50 feet of the discovery and the developer and Tribe shall meet and confer regarding the significance of and mitigation for such resources. If the developer and the Tribe cannot agree on the significance of or the mitigation for such resources, these issues will be presented to the City of Wildomar Planning Director for decision. The Planning Director shall make the determination based on the provisions of CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the appropriate Tribe. Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the City of Wildomar. In the event the significant resources are recovered and if the qualified archaeologist determines the resources to be historic or unique, mitigation would be required pursuant to and consistent with CEQA Guidelines Sections 15064.5 and 15126.4 and Public Resources Code Section 21083.2.

Timing/Implementation: *As a condition of future development approval, and implemented during ground-disturbing construction activities*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

CUL-07 Prior to the issuance of a grading permit, the project applicant(s) for future development shall identify to the City of Wildomar the qualified paleontologist who has been retained to evaluate the significance of any inadvertently discovery paleontological resources. If paleontological resources are encountered during grading or project construction, all work in the area of the find shall cease. The project applicant shall notify the City of Wildomar and retain a qualified paleontologist to investigate the find. The qualified paleontologist shall make recommendations as to the disposition of the paleontological resources to the City of Wildomar Planning Director. The developer shall pay for all required treatment and storage of the discovered resources.

Timing/Implementation: *Prior to the issuance of a grading permit*

Enforcement/Monitoring: *City of Wildomar Planning Department*

CUL-08 To address the possibility that cultural resources may be encountered during future construction, a qualified professional shall initially monitor all construction activities that could potentially impact archaeological and/or paleontological deposits (e.g., grading, excavation, and/or trenching). However, monitoring should be discontinued as soon the qualified professional is satisfied that construction will not disturb cultural resources.

Timing/Implementation: *As a condition of future development approval, and implemented during ground-disturbing construction activities*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

6. Geology and Soils

GEO-01 Prior to the issuance of a grading permit, the developer shall submit a geotechnical soils reports to the City Engineer for review and approval. All grading shall be in conformance with the recommendations of the geotechnical/soils reports as approved by the City of Wildomar.

Timing/Implementation: *Prior to the issuance of a grading permit*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

GEO-02 All grading shall conform to the California Building Code, Ordinance 457, and all other relevant laws, rules, and regulations governing grading in the City of Wildomar. Prior to commencing any grading which includes 50 or more cubic yards, the developer shall obtain a grading permit from the Building Department.

Timing/Implementation: *Prior to the issuance of a grading permit*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

GEO-03 Prior to issuance of a grading permit, the developer shall provide the Engineering Department evidence of compliance with the National Pollutant Discharge Elimination System (NPDES) and obtain a construction permit from the State Water Resources Control Board (SWRCB).

Timing/Implementation: *Prior to the issuance of a grading permit*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

GEO-04 Erosion control-landscape plans, required for manufactured slopes greater than 3 feet in vertical height, are to be signed by a registered landscape architect and bonded per the requirements of Ordinance 457 (refer to dept. form 284-47). Planting shall occur within 30 days of meeting final grades to minimize erosion and to ensure slope coverage prior to the rainy season. The developer shall plant and irrigate all manufactured slopes steeper than a 4:1 (horizontal to vertical) ratio and 3 feet or greater in vertical height with grass or ground cover; slopes 15 feet or greater in vertical height shall be planted with additional shrubs or trees or as approved by the City Engineer.

Timing/Implementation: *Prior to the issuance of a grading permit*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

7. Greenhouse Gas Emissions

Subsequent development may be required to comply with City and Air District requirements regarding greenhouse gases. These requirements are based on the type of buildings, occupancy, and intensity of use, none of which is known at this time. The extent of any subsequent GHG measures will be determined during review of plot plans. It is important to note that the California Building Code has energy efficiency requirements that also address greenhouse gases, which will be applied to future construction.

GHG-01 Prior to building permit approval, the City of Wildomar Planning Department shall require that the project applicant implement the following measures to reduce short-term and long-term emissions of GHGs associated with construction and operation of the proposed project:

Construction

- Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard) to the extent practical.

Operation

- Bicycle parking facilities and preferential parking for carpooling and alternative-fueled vehicles shall be provided at locations determined by City of Wildomar Planning Department staff. This measure encourages use of alternative transportation by employees and helps to reduce the amount of vehicle miles traveled as a result of the project.
- Proposed commercial uses shall provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas.
- Indoor water conservation measures shall be incorporated, such as use of low-flow toilets and faucets.
- Future development of the annexation area shall ensure that low-water-use landscaping (i.e., drought-tolerant plants and drip irrigation) is installed. At least 75 percent of all landscaping plants shall be drought-tolerant as determined by a licensed landscape architect or contractor.

Timing/Implementation: *During construction activities and project operations*

Enforcement/Monitoring: *City of Wildomar Planning Department*

8. Hazardous and Hazardous Materials

HAZ-01 As required by existing City of Wildomar Ordinance 8.56, subsequent development on the site will need to comply with the Riverside County Department of Environmental Health, Local Enforcement Agency (LEA) for all activities related to potential hazardous materials.

Timing/Implementation: *As a condition of future development approval, and implemented during ground disturbing construction activities*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

9. Hydrology and Water Quality

The following mitigation measure will reduce impacts to hydrology and water quality to a less than significant level:

HYD-01 Prior to the approval of the grading permit for future development on the project site, the project applicant(s) shall be required to prepare a stormwater pollution prevention plan (SWPPP) consistent with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2010-0014-DWQ), which is to be administered through all phases of grading and project construction. The SWPPP shall incorporate best management practices (BMPs) to ensure that potential water quality impacts during construction phases are minimized. The SWPPP shall be submitted to the Regional Water Quality Control Board and to the City of Wildomar for review. A copy of the SWPPP must be kept accessible on the project site at all times. In addition, the project applicant(s) will be required to submit, and obtain City approval of, a water quality management plan prior to the issuance of any building or grading permit for future development on the project site in order to comply with the Area-Wide Urban Runoff Management Program. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs as identified in the water quality management plan. Site design BMPs shall include, but are not limited to, landscape buffer areas, on-site ponding areas, roof and paved area runoff directed to vegetated areas, and vegetated swales. Source control BMPs shall include, but are not limited to, education, landscape maintenance, litter control, parking lot sweeping, irrigation design to prevent overspray, and covered trash storage. Treatment control BMPs shall include vegetated swales and a detention basin, or an infiltration device.

Timing/Implementation: *Prior to the issuance of a grading permit*

Enforcement/Monitoring: *City of Wildomar Engineering Department*

HYD-02 The project applicant(s) will be required to submit, and obtain City Engineering approval of, a water quality management plan (WQMP) prior to the issuance of any building or grading permit for future development on the project site in order to comply with the Area-Wide Urban Runoff Management Program. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs as identified in the water quality management plan. Site design BMPs shall include, but are not limited to, landscape buffer areas, on-site ponding areas, roof and paved area runoff directed to vegetated areas, and vegetated swales. Source control BMPs shall include, but are not limited to, education, landscape maintenance, litter control, parking lot sweeping, irrigation design to prevent overspray, and covered trash storage. Treatment control BMPs shall include vegetated swales and a detention basin, or an infiltration device.

Timing/Implementation: *Prior to the issuance of a grading permit*

Enforcement/Monitoring: *City of Wildomar Engineering Department*

HYD-03 To manage stormwater runoff flows prior to and after the full implementation of the site's underground infiltration pipe system, a sand filter basin will be constructed within Parcel 7 of

the proposed project. The sand filter basin will provide the required storage, per the design guidelines in the Riverside County Low Impact Development BMP Design Handbook. The treated stormwater from the sand filter basin will be collected by an underdrain system. The sand filter basin will have two concrete drop inlets that will be constructed to collect the overflows. The concrete drop inlets will be set at different invert elevations and opening sizes to control and limit the outflow of the developed site to undeveloped levels. Additionally, the concrete drop inlets will have 3-inch-diameter orifices to control the outflow. The orifices will be installed above the dead storage depth of 1.5 feet, which was determined by the preliminary WQMP prepared for the proposed project.

The completed sand filter basin will provide 21,112 cubic feet (CF) of dead storage and the required Vbmp is 19,519 CF of dead storage. A 0.83-inch per hour filtration rate has been assumed per the specifications in the Riverside County Low Impact Development BMP Design Handbook.

Timing/Implementation: *Prior to the issuance of a building permit*

Enforcement/Monitoring: *City of Wildomar Engineering Department*

10. Land Use and Planning (Note that these mitigation measures are the same as those described in the Biological Resources section of this IS/MND.)

BIO-02 The project site is within the Stephen's Kangaroo Rat Habitat Conservation Plan (SKRHCP) fee area and will be subject to the SKRHCP Fee, per Riverside County Ordinance 336 (as amended through 663.10). This fee is currently $500 per gross acre of the parcels proposed for development and must be paid upon issuance of a grading permit. The payment of this fee will mitigate for any impacts to Stephen's kangaroo rat habitat. (*Note that the fee amount is current as of this document; however, the fee may change over time and the current fee must be paid at the time of issuance.)*

Timing/Implementation: *The fee must be paid prior to the issuance of a grading permit*

Enforcement/Monitoring: *City of Wildomar Building and Planning Departments*

BIO-03 The proposed project is within Western Riverside MSHCP area and will be subject to the MSHCP development mitigation fee, per Riverside County Ordinance 810.2. This fee is currently $9,492 per gross acre of the parcels proposed for development and must be paid upon issuance of a grading permit. The payment of this fee will mitigate for any impacts to the MSHCP planning area. (*Note that the fee amount is current as of this document; however, the fee may change over time and the current fee must be paid at the time of issuance.)*

Timing/Implementation: *The fee must be paid prior to the issuance of a grading permit*

Enforcement/Monitoring: *City of Wildomar Building and Planning Departments*

11. Mineral Resources

The proposed project has no impact on mineral resources.

12. Noise

The following mitigation measure will reduce noise impacts to a less than significant level.

NOI-01 Construction on the project site shall implement the following noise mitigation measures to reduce potential construction noise impacts to a less than significant level:

- All construction and general maintenance activities (except in an emergency) shall be limited to the hours of 6:00 a.m. to 6:00 p.m. (June through September) and 7:00 a.m. to 6:00 p.m. (October through May).

- Construction equipment staging and storage areas shall be located as far from the residential land uses as possible.

- All construction equipment shall be properly maintained with operating mufflers and air intake silencers as effective as those installed by the original manufacturer.

- Residents living up to 1,000 feet from the property line shall be provided with a construction schedule and contact information to file a complaint. Timely notification shall accompany any major changes to this schedule.

Timing/Implementation: *During construction*

Enforcement/Monitoring: *City of Wildomar Building and Planning Departments*

NOI-02 On-site noise shall not exceed 65 dBA during the hours of 7:00 a.m. to 10:00 p.m. or 55 dBA during the hours of 10:00 p.m. to 7:00 a.m. This can be achieved by implementing the following policies:

- In order to reach the City's daytime noise threshold of 65 dBA L_{eq} (10 minutes), the developer/builder shall use screens, shields, or enclosures for all project HVAC units that provide at least 10 dBA of attenuation.

- The use of HVAC systems shall be limited to the hours of 7:00 a.m. to 10:00 p.m. to protect residents from nighttime noise. The contact information for the City of Wildomar Code Compliance Officer should be given to nearby residents in case this measure is routinely violated.

- HVAC units shall be placed as far away as possible from neighbors' windows and outdoor areas.

- Ensure that air conditioners are well fastened to the façade/roof, as poor attachment can result in an increase in the noise level. Where vibration of the unit results in an increased noise level, isolation springs or feet can be used to reduce vibration.

- Ensure that noisy equipment is regularly serviced to ensure all fixtures and fittings are safe, secure, and do not rattle or vibrate excessively.

- Truck deliveries to future commercial uses shall be limited to between the hours of 7:00 a.m. and 10:00 p.m. on weekdays and 9:00 a.m. and 4:00 p.m. on Saturdays. No deliveries shall occur on Sundays or as otherwise specified by the City.

- The owners or operators of commercial uses shall post a sign at each loading area that states the idling time for delivery truck engines shall be limited to no more than 3 minutes.

Timing/Implementation: *Prior to the issuance of occupancy permits and during project operations*

Enforcement/Monitoring: *City of Wildomar Building and Planning Departments*

NOI-03 The proposed project shall comply with the development standard of Chapter 9.48 of the City of Wildomar Zoning Code.

Timing/Implementation: *During all phases of construction and project operations*

Enforcement/Monitoring: *City of Wildomar Building and Planning Departments*

13. Population and Housing

The proposed project has no impact on population and housing.

14. Public Services

PUB-01 Prior to issuance of any building permit for future development on the project site, the project applicant(s) shall pay the required development impact fees for fire services pursuant to Chapter 4.60 of the Wildomar Municipal Code and in effect at the time of building permit issuance. The required development impact fees as of January 2013 required by the Riverside County Fire Department are $1,063.00 for the approval of a commercial/industrial tentative parcel map and $321.82 per commercial/office unit approved by the department. (*Note that the fee amount is current as of this document; however, the fee may change over time and the current fee must be paid at the time of issuance.)*

Timing/Implementation: *Prior to the issuance of a building permit*

Enforcement/Monitoring: *City of Wildomar Planning Department*

PUB-02 Prior to issuance of any building permit for future development on the project site, the project applicant(s) shall pay the required development impact fees for police services pursuant to Chapter 4.60 of the Wildomar Municipal Code and in effect at the time of building permit issuance. The required development impact fees as of January 2013 required by the Riverside County Sheriff's Department are $157.07 per commercial/office unit approved by the department. (*Note that the fee amount is current as of this document; however, the fee may change over time and the current fee must be paid at the time of issuance.)*

Timing/Implementation: *Prior to the issuance of a building permit*

Enforcement/Monitoring: *City of Wildomar Planning Department*

PUB-03 Prior to issuance of any building permit for future development on the project site, the project applicant(s) shall pay the required development impact fees for the Lake Elsinore Unified School District pursuant to Chapter 4.60 of the Wildomar Municipal Code and in effect at the time of building permit issuance. The required development impact fees as of January 2013 required by the Lake Elsinore Unified School District are $0.47 per square foot of commercial/office space approved by the district. (*Note that the fee amount is current as of this document; however, the fee may change over time and the current fee must be paid at the time of issuance.)*

Timing/Implementation: *Prior to the issuance of a building permit*

Enforcement/Monitoring: *City of Wildomar Planning Department*

15. Recreation

The proposed project has no impact on recreation.

16. Transportation/Traffic

The following mitigation measures will mitigate any transportation/traffic impacts to a less than significant level.

TRA-01 Construct Orange Street from Bundy Canyon Road along the project frontage to the ultimate half-section width as a Secondary Highway Standard (100-foot right-of-way), including landscaping and parkway improvements, in conjunction with development.

Timing/Implementation: *Prior to the issuance of a building permit for future development*

Enforcement/Monitoring: *City of Wildomar Planning Department*

TRA-02 Construct Bundy Canyon Road from Orange Street to the I-15 freeway southbound onramp at its ultimate half-section width as a Urban Arterial Standard, including landscaping and parkway improvements, in conjunction with development.

Timing/Implementation: *Prior to the issuance of a building permit for future development*

Enforcement/Monitoring: *City of Wildomar Planning Department*

TRA-03 Prior to issuance of any building permit on the project site, the project applicant(s) shall pay the appropriate Transportation Uniform Mitigation Fee. The required Transportation Uniform Mitigation Fee as of January, 2013 required by the WRCOG is $6.66 per square foot of retail space. *(Note that the fee amount is current as of this document; however, the fee may change over time and the current fee must be paid at the time of issuance.)*

Timing/Implementation: *Prior to the issuance of a building permit for future development*

Enforcement/Monitoring: *City of Wildomar Planning Department*

17. Utilities and Service Systems

ULT-01 The project applicant(s) for future development on the project site shall obtain approval from the Riverside County Department of Environmental Health before receiving water and wastewater service from the Elsinore Valley Municipal Water District.

Timing/Implementation: *Prior to the issuance of a building permit for future development*

Enforcement/Monitoring: *City of Wildomar Planning Department; Riverside County Department of Environmental Health*

UTL-02 Prior to the issuance of a building permit for future development on the project site, the project applicant(s) shall submit a recycling collection and loading area plan to the Riverside County Waste Management Division.

Timing/Implementation: *Prior to the issuance of a building permit for future development*

Enforcement/Monitoring: *City of Wildomar Planning Department; Riverside County Waste Management Division*

IV. ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Project Title:

Tentative Parcel Map (30522) at the Southeast Corner of Bundy Canyon Road and Orange Street (PA 10-0301)

2. Lead Agency Name and Address:

City of Wildomar, 23873 Clinton Keith Road, Suite 201, Wildomar, CA 92595

3. Contact Person and Phone Number:

Matt Bassi, Planning Director; (951) 677-7751, ext. 213

4. Project Location:

Southeast corner of Bundy Canyon Road and Orange Street in the City of Wildomar; Assessor's Parcel Numbers: 367-100-026 and 367-100-032; Township 6 south, Range 4 west, Section 36

5. Project Sponsor's Name and Address:

Orange Bundy Partners, Ltd., 629 Camino de Los Mares #206, San Clemente, CA 92673

6. General Plan Designation:

Commercial Retail (CR)

7. Zoning:

Scenic Highway Commercial (C-P-S)

8. Description of Project:

A Tentative Parcel Map (PM No. 30522) subdividing two existing parcels, totaling 10.3 acres, into seven parcels, all for future commercial development

9. Surrounding Land Uses and Setting:

North – Zoning: Scenic Highway Commercial; Land Use: Commercial Retail

South – Zoning: Scenic Highway Commercial (vacant land) and Rural Residential; Land Use: Commercial Retail (vacant land)

East – Zoning: Scenic Highway Commercial and General Commercial; Land Use: Commercial Retail

West – Zoning: General Commercial and Rural Residential; Land Use: Commercial Retail and Medium Density Residential

10. Other Public Agency Required Approvals:

None

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project involving at least one impact that is "Less Than Significant Impact With Mitigation Incorporated" as indicated by the checklist on the following pages.

☒ Aesthetics	☒ Greenhouse Gas Emissions	☐ Population/Housing
☐ Agricultural Resources	☒ Hazards/Hazardous Materials	☒ Public Services
☐ Air Quality	☒ Hydrology/Water Quality	☐ Recreation
☒ Biological Resources	☐ Land Use/Planning	☒ Transportation/Traffic
☒ Cultural Resources	☐ Mineral Resources	☒ Utilities/Service Systems
☒ Geology and Soils	☒ Noise	☒ Mandatory Findings of Significance

C. DETERMINATION

On the basis of this initial evaluation:

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

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because of the incorporated mitigation measures and revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

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

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

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

City Representative

Matthew Bassi

Signature

4/2/13

Date

Matthew C. Bassi, Planning Director

Applicant

Pursuant to Section 15070(b)(1) of the California Environmental Quality Act , as the project applicant, I agree to revisions of the project plans or proposals as described in this Initial Study/Mitigated Negative Declaration to avoid or reduce environmental impacts of my project to a less than significant level.

Signature

4/2/13

Date

Joseph Lacko, Applicant

Printed Name

V. ENVIRONMENTAL ANALYSIS

1. Aesthetics

Issues: Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			✓	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			✓	
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			✓	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		✓		
e) Interfere with the nighttime use of the Mount Palomar Observatory, as protected through the Mount Palomar Observatory Lighting Ordinance?		✓		

DISCUSSION

a) **Less Than Significant Impact**. The project site is located adjacent to a section of Interstate 15 (I-15) that is eligible to be designated a state scenic highway (County of Riverside 2003 [Figure C-9]; Caltrans 2012). The project site would mostly be visible from the immediate surrounding area, including I-15. While this portion of I-15 may be considered scenic and is eligible to be designated as a scenic highway, the scenic vistas from the freeway are of the surrounding mountains and their ridgelines. This property will be well below the scenic views from I-15 and is only partially visible to those traveling southbound on I-15. The project will not impair or otherwise impact scenic views of the mountains and ridgelines from the I-15 freeway. The site is not visible at all to northbound I-15 traffic. Any project-level visual impacts for future development will be addressed through the City's plot plan application process, which will ensure compliance with City zoning and design standards regulating building design, mass, bulk, height, color, etc. Therefore, the proposed project's effect on the scenic vista would be considered a less than significant impact. See **Appendix B** for site photos.

b) **Less Than Significant Impact**. The project site does not contain and therefore would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings. The vegetation observed on the site was characterized by LSA Associates during an October 2012 site survey as consisting of disturbed non-native species with scattered early-colonizing Riversidean sage scrub species, including two identified tree species: Mexican palo verde (*Parkinsonia aculeate*) and Mount Atlas mastic tree (*Pistacia atlantica*). A complete

list of the vegetation observed on the site during this survey is provided in **Table 4-1**. Considering the report of the surveying biologist and the site photos taken by staff during a site visit in October 2012 (**Appendix B**), there is nothing unique or particularly scenic about the existing site or its vegetation. Since there are no scenic resources of aesthetic value located on the project site and development on the site cannot obstruct the views of ridge tops seen from I-15, the proposed project would not substantially damage scenic resources within a state scenic highway. Any impact to scenic resources would be considered less than significant.

c) **Less Than Significant Impact**. The project site is a vacant lot located along Bundy Canyon Road, an urban arterial roadway, and the Interstate 15 southbound onramp. The site is covered with disturbed and non-native vegetation, with evidence present that the site has recently been disked and that site vegetation clearance has occurred since prior to 2005. The proposed project would subdivide the existing property into seven parcels for future commercial development consistent with the existing land use designations and zoning and most of the surrounding uses. Across Bundy Canyon Road to the north there is an existing Arco gas station and Jack in the Box fast-food restaurant. The property across Orange Street to the west is vacant and is designated for commercial uses similar to the proposed project. The proposed project does not include building elevations, landscape plans, or other specific building development details. It is reasonable to assume that the future commercial development on the site will be similar to others in the area such as the commercial buildings north of the project site across Bundy Canyon Road. The City's plot plan application process will ensure compliance with City zoning and design standards regulating building design, mass, bulk, height, color, etc. Section 17.216 of the Wildomar Municipal Code regulates plot plan submittals and requires CEQA analysis based on the plot submittal. Through compliance with the plot plan process, the proposed project will have a less than significant impact.

d, e) **Less Than Significant Impact With Mitigation Incorporated**. The future development as a result of the proposed project would create new sources of light and glare. Project-level light and glare impact would be evaluated at the time a specific development application is proposed. The City's plot plan application process will ensure compliance with City zoning and design standards regulating lighting, siding materials, etc. This process will require submittal of lighting photometric plans for review and approval prior to issuance of building permits. Therefore, the proposed project would not create new sources of light or glare that would adversely affect day or nighttime views in the area, and this would be considered a less than significant impact. However, all development within 45 miles of the Mt. Palomar Observatory is subject to Section 8.64, Light Pollution, of the Wildomar Municipal Code. To ensure that any proposed development at the site complies with Section 8.64, mitigation measure **AES-01** will be implemented. In addition to mitigation measure **AES-01**, mitigation measure **AES-02** will require a review of the lighting plan of any future development at the proposed project site. Following the implementation of mitigation measures **AES-01** and **AES-02**, any impact would be less than significant.

MITIGATION MEASURES

AES-01 Per Section 8.64.060 of the Wildomar Municipal Code, exterior lighting above 4050 lumens is restricted. In addition, all lighting must be fully shielded if feasible and partially shielded in all other cases, and must be focused to minimize spill of light into the night sky and onto adjacent properties.

Timing/Implementation: Upon submittal of development plans for the proposed project

Enforcement/Monitoring: *City of Wildomar Planning and Public Works Departments*

AES-02 A precise lighting plan shall be submitted to the City of Wildomar at the time any future development application is proposed for the project site and will be evaluated by the City of Wildomar Planning Department as part of the plot plan process to ensure compliance with City ordinances.

Timing/Implementation: *Upon submittal of development plans for the proposed project*

Enforcement/Monitoring: *City of Wildomar Planning and Public Works Departments*

2. Agricultural Resources

Issues: Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?				✓
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?				✓
c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				✓
d) Result in the loss of forestland or conversion of forestland to non-forest use?				✓
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forestland to non-forest use?				✓

DISCUSSION

a–e) **No Impact.** According to the Riverside County Land Information System (2012), the site is not located within an agricultural preserve (Williamson Act) or classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the Farmland Mapping and Monitoring Program of the California Department of Conservation; therefore, there is no potential to convert farmland to nonagricultural uses. The site is located within an urbanized area of the City of Wildomar. As seen in the photos included in **Appendix B,** the site is not forested and there is no current agricultural use on the site. There is no evidence of previous agricultural activity on the site and no way of knowing the last time the site was used for agriculture. There will be no impact to agricultural uses.

MITIGATION MEASURES

None.

3. Air Quality

Issues: Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?				✓
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			✓	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			✓	
d) Expose sensitive receptors to substantial pollutant concentrations?			✓	
e) Create objectionable odors affecting a substantial number of people?				✓

DISCUSSION

a) **No Impact.** The project site is located within the South Coast Air Basin (SoCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the basin is in nonattainment (i.e., ozone [O_3], particulate matter equal to or less than 10 microns and less than 2.5 microns in diameter [PM_{10} and $PM_{2.5}$, respectively]), and nitrogen oxide (NOx). These are considered criteria pollutants because they are four of several prevalent air pollutants known to be hazardous to human health.

In order to reduce emissions for which the SoCAB is in nonattainment, the SCAQMD has drafted the 2012 Air Quality Management Plan (AQMP). The 2012 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2012 AQMP is a regional and multi-agency effort including the SCAQMD, the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the US Environmental Protection Agency (EPA). The 2012 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the 2012 Regional Transportation Plan/Sustainable Communities Strategy, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts (SCAQMD 2011a). (SCAG's latest growth forecasts were defined in consultation with local governments and reference to local general plans.) The project is subject to the SCAQMD's Air Quality Management Plan.

Criteria for determining consistency with the AQMP are defined by the following indicators:

- Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new

violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

- Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP in 2013 or increments based on the years of project build out phase.

The violations to which Consistency Criterion No. 1 refers are the California ambient air quality standards (CAAQS) and the national ambient air quality standards (NAAQS). As evaluated under Issue b) below, the project will not exceed the short-term construction standards or long-term operational standards and in so doing will not violate any air quality standards. Additionally, the analysis for long-term local air quality impacts showed that future carbon monoxide (CO) concentration levels along roadways and at intersections affected by project traffic will not exceed the 1-hour and 8-hour state CO pollutant concentration standards. Thus, a less than significant impact is expected, and the project would be consistent with the first criterion.

Concerning Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The proposed project is consistent with the land use designation and development density presented in the City's General Plan and therefore would not exceed the population or job growth projections used by the SCAQMD to develop the AQMP. Thus, no impact would occur as the project is also consistent with the second criterion.

b) **Less Than Significant Impact**. As discussed previously, the project site is located within the SoCAB. State and federal air quality standards are often exceeded in many parts of the basin.

As stated in the Project Description, Parcels 1, 2, and 7 and a portion of Parcel 3 are assumed to have reasonably foreseeable projects and are evaluated accordingly in the IS/MND; Parcels 4 through 6 and the remainder of Parcel 3 will be developed at a later date. Future development on Parcels 4 through 6 would require a separate application and would be subject to subsequent plot plan approval.

Construction Emissions

The SCAQMD has established methods to quantify air emissions associated with construction activities such as air pollutant emissions generated by operation of on-site construction equipment, fugitive dust emissions related to grading and site work activities, and mobile (tailpipe) emissions from construction worker vehicles and haul/delivery truck trips (SCAQMD 1993). Emissions would vary from day to day, depending on the level of activity, the specific type of construction activity occurring, and, for fugitive dust, prevailing weather conditions. The use of construction equipment on site would result in localized exhaust emissions.

Fugitive Dust

Fugitive dust emissions are generally associated with land clearing and exposure of soils to the air and wind, as well as cut-and-fill grading operations. Dust generated during construction varies substantially on a project-by-project basis, depending on the level of activity, the specific operations, and weather conditions at the time of construction. Per General Plan Policies AQ 1.4 and 4.9, the proposed project will be required to comply with SCAQMD Rules 402 and 403, described in greater detail below, to control fugitive dust.

Grading and Site Preparation

Construction-related air quality impacts are temporary in nature. Future projects located within the proposed project area have not yet been adequately defined to allow for a precise estimation of construction-generated emissions. For the purposes of this analysis, air pollutant emissions associated with building construction and the paving of Parcels 1, 2, and 3, as well as the excavation of Parcel 7 as a storm drainage basin, are estimated since these parcels are proposed with more specific and anticipated land uses and sizes. As previously stated, Parcels 1 and 2 as well as a driveway on a small portion of Parcel 3 would be developed first during a construction period identified as Phase I. For the purposes of this analysis, it is anticipated that a 200-space parking lot would be constructed on the remainder of Parcel 3 after Phase 1.

The resultant emissions of these activities were calculated using the CalEEMod air quality model (see **Appendix C**). CalEEMod (SCAQMD 2011b) is a statewide land use emissions computer model designed to provide a uniform platform for the use of government agencies, land use planners, and environmental professionals. This assessment includes quantification of net increases of ozone precursor pollutants (i.e., reactive organic gases [ROG] and nitrogen oxide [NOx]) and airborne particulate matter (i.e., $PM_{2.5}$ and PM_{10}) attributable to the proposed project, including mobile-source emissions generated by construction worker commutes. These quantified emissions projections are then compared with SCAQMD significance thresholds (SCAQMD 2011c).

The overall unmitigated construction-related air pollutant emissions associated with initial grading of the entire 10-acre site, as well as the specific development anticipated for Parcel 1, Parcel 2, and Parcel 7, are summarized in **Table 3-1**. Initial site grading activities would not occur concurrently with the specific development anticipated for Parcel 1, Parcel 2, and Parcel 7. These projected emissions include grading activities in addition to construction-related activities such as building construction, paving, and painting. As shown, all criteria pollutant emissions would remain below their respective thresholds.

Table 3-1
Maximum Short-Term Unmitigated Emissions
Associated with the Construction of Parcel 1, Parcel 2, Driveway on Parcel 3 and Parcel 7 (Phase I) (pounds per day)

Construction Phase	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Initial Site Grading (includes grading of entire 10 acres)	8.60	70.69	38.89	0.07	12.34	6.73
Phase I – Parcel 1, Parcel 2 & Parcel 7 (includes finish grading, building, paving, painting, and detention basin excavation/development)	72.46	46.48	31.69	0.05	14.73	8.65
SCAQMD Threshold	75.00	100.00	550.00	150.00	150.00	NA
Exceed Threshold?	No	No	No	No	No	NA

Source: CalEEMod (SCAQMD 2011a). See Appendix C for CalEEMod outputs. Notes: Load factors reduced by 33 percent as directed by CARB to account for OFFROAD emissions overestimation (CARB 2010). CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment. CalEEMod defaults identified the following construction equipment and average daily hours of use for each: ***Grading Phase*** *= one grader 8 hours daily, one dozer 8 hours daily, two tractor/loader/backhoes 7 hours daily.* ***Building Construction Phase*** *= one crane 8 hours daily, two forklifts 7 hours daily, one generator set 8 hours daily, one tractor/loader/backhoe 6 hours daily, three welders 8 hours daily.* ***Paving Phase*** *= one cement/mortar mixer 8 hours daily, one paver 8 hours daily, one paving equipment 8 hours daily, two rollers 8 hours daily, one tractor/loader/backhoe 8 hours daily.* ***Painting Phase*** *= one air compressor 6 hours daily. The following was assumed for construction of the detention basin:* ***Detention Basin Construction*** *= one tractor/loader/backhoes 7 hours daily, one dozer 8 hours daily, one excavator 8 hours daily, one plate compactor 4 hours daily.*

ROG = reactive organic gas
NO_X = nitrogen oxides
CO = carbon monoxide
SO_X = sulfur oxides
PM_{10} = particulate matter equal to or less than 10 microns in diameter
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter

As previously stated, while the driveway from Parcel 3 onto Orange Street will occur as part of Phase I, the potential 200-space parking lot has been identified as being built after Phase I, most likely at the same time that Parcels 4, 5, and 6 are developed. While this 200-space parking lot is not specifically proposed at this time, it has been identified as likely and therefore has been modeled for construction emissions for disclosure purposes. The unmitigated construction-related air pollutant emissions associated with the 200-space parking lot that is anticipated are summarized in **Table 3-2**. As shown, all criteria pollutant emissions would remain below their respective thresholds.

Table 3-2
Maximum Short-Term Unmitigated Emissions Associated with the Future Construction of a 200 Space Parking Lot on Parcel 3 (pounds per day)

Construction Phase	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Parcel 3	2.49	17.78	10.92	0.02	5.92	3.38
SCAQMD Threshold	75.00	100.00	550.00	150.00	150.00	NA
Exceed Threshold?	No	No	No	No	No	NA

Source: CalEEMod (SCAQMD 2011a). See Appendix C for CalEEMod outputs. Notes: Load factors reduced by 33 percent as directed by CARB to account for OFFROAD emissions overestimation (CARB 2010). CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment. CalEEMod defaults identified the following construction equipment and average daily hours of use for each: ***Grading Phase*** *= one grader 6 hours daily, one dozer 6 hours daily, one tractor/loader/backhoe 7 hours daily.* ***Paving Phase*** *= one cement/mortar mixer 6 hours daily, one paver 6 hours daily, one paving equipment 6 hours daily, one roller 7 hours daily, one tractor/loader/backhoe 8 hours daily.*
ROG = reactive organic gas
NO_X = nitrogen oxides
CO = carbon monoxide
SO_X = sulfur oxides
PM_{10} = particulate matter equal to or less than 10 microns in diameter
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter

As identified above, all criteria pollutant emissions would remain below their respective thresholds (see **Appendix C** for CalEEMod outputs). Emissions associated with the development of Parcels 4 through 6 are not quantified, as this development has not yet been adequately defined for such an estimation. However, as stated above, future development on each of the proposed parcels (1 through 6) would require a separate application and would be subject to subsequent CEQA environmental review as well as plot plan approval. Parcel 7 will be fully developed as a storm drainage basin as part of Phase I of the proposed project. Furthermore, as required by General Plan Policy AQ 4.9, the proposed project is subject to SCAQMD rules and regulations to reduce specific emissions and to mitigate potential air quality impacts. The following is a list of noteworthy SCAQMD rules that are required of the project during construction activities:

- **Rule 402 (Nuisance)** – This rule prohibits the 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. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement Best Available Control Measures for all sources and all forms of visible particulate matter are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM_{10} suppression techniques are summarized below.

  a. Portions of the construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized in a manner acceptable to the City.

  b. All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.

  c. All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.

  d. The area disturbed by clearing, grading, earth moving, or excavation operations will be minimized at all times.

  e. Where vehicles leave the construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.

- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

Since future development on each of the proposed parcels (1 through 7) would require a separate application and would be subject to subsequent air quality analysis during plot plan approval, and preliminary pollutant quantification indicates SCAQMD thresholds would not be surpassed during grading activities of the entire site or the construction of Parcels 1, 2, 3, and 7 as currently anticipated to be developed, construction emissions associated with the proposed Tentative Parcel Map would be less than significant. Also, SCAQMD rules and regulations to reduce specific emissions and to mitigate potential air quality impacts would be required at the time of future construction.

Construction Localized Significance Analysis

The SCAQMD has issued guidance on applying CalEEMod modeling results to local significance threshold (LST) analyses. While future projects located within the proposed project area have not yet been adequately defined to allow for a precise estimation of construction-generated emissions, for the purposes of this analysis air pollutant emissions associated with grading and site preparation activities were quantified for the entire project site since the precise land use proposed is not necessary to obtain this projection. Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, **Table 3-3** has been provided by the SCAQMD to determine the maximum daily disturbed acreage for comparison to local significance thresholds.

Table 3-3
Equipment-Specific Grading Rates

Equipment Type	Acres/8-Hour Day
Crawler Tractor	0.5
Graders	0.5
Rubber-Tired Dozers	0.5
Scrapers	1.0

Source: CalEEMod User Guide Appendix A (SCAQMD 2011b)

CalEEMod identifies that two excavators (crawler tractor), one grader, one rubber-tired dozer, two tractors (crawler tractor), and two scrapers could be used simultaneously on a peak day. Based on **Table 3-3**, the proposed project will result in a maximum of 2.5 acres disturbed on any one day during the grading phase. Thus, local significance thresholds for a 5-acre site are applicable to the proposed project and represent a conservative analysis.

Sensitive receptors include residences, schools, hospitals, and similar uses. There are existing residential uses to the southwest of the project site. **Table 3-4** shows that the emissions of NOx, carbon monoxide (CO), PM_{10}, and $PM_{2.5}$ on the peak day of construction will not result in concentrations of pollutants at nearby residences or other sensitive receptors, and less than significant impacts would occur.

Table 3-4
Construction Local Significance Threshold (LST) Impacts (pounds per day)

Emissions Source	Nitrogen Oxide	Carbon Monoxide	PM_{10}	$PM_{2.5}$
On-Site Grading Emissions	70.56	37.43	12.07	6.71
LST Threshold [1]	371	1,965	13	8
Significant Emissions?	**No**	**No**	**No**	**No**

Source: [1]SCAQMD 2006

Operational Impacts

The SCAQMD has also established significance thresholds to evaluate the potential impacts associated with long-term project operations (SCAQMD 1993). Regional air pollutant emissions associated with project operations include area source emissions, energy-use emissions, and mobile source emissions. Area source emissions comprise emissions from fuel combustion from space and water heating, landscape maintenance equipment, evaporative emissions from architectural coatings and consumer products, and unpermitted emissions from stationary sources. Energy-use emissions comprise emissions from on-site natural gas usage, and mobile source emissions comprise emissions from automobiles.

While future projects within the proposed project area have not yet been adequately defined to allow for a precise estimation of generated emissions, for the purposes of this analysis, air pollutant emissions associated with the anticipated operations of Parcels 1 and 2 are estimated since these parcels are proposed with more specific and anticipated land uses and sizes. Parcel 3 is anticipated to accommodate a driveway to Orange Street as well as 200 parking spaces and therefore would not be built with land uses that emit operational emissions (see **Appendix C**).

Emissions associated with the operation of Parcels 4 through 6 are not quantified, as this development has not yet been adequately defined. However, future development on each of the proposed parcels (1 through 6) would require a separate application and would be subject to plot plan approval. Parcel 7 will be fully built as a storm drainage basin as part of the proposed project and therefore would not emit operational air pollutant emissions (see **Appendix C**).

Operational area source emissions, energy-use emissions, and mobile source emissions (e.g., trucks, cars, parking lot sweepers) for the anticipated land uses for Parcels 1 and 2 were calculated using the CalEEMod air quality model (see **Appendix C**). As shown in **Table 3-5**, the project's net emissions would not exceed SCAQMD thresholds for CO, NO_X, sulfur oxides (SO_X), ROG, PM_{10}, or $PM_{2.5}$. Note that emissions rates differ from summer to winter. This is because weather factors are dependent on the season, and these factors affect pollutant mixing/dispersion, ozone formation, etc. Therefore, regional operations emissions would not result in a significant long-term regional air quality impact.

Table 3-5
Long-Term Unmitigated Operational Emissions Parcels 1 and 2 (pounds per day)

Emission Source	ROG	NOx	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
Area Source Emissions	3.27	0.00	0.00	0.00	0.00	0.00
Energy Use Emissions	0.03	0.25	0.21	0.00	0.02	0.02
Vehicle Emissions	24.80	45.38	183.63	0.19	20.22	1.98
Total	**28.10**	**45.63**	**183.84**	**0.19**	**20.24**	**2.00**
Winter						
Area Source Emissions	3.27	0.00	0.00	0.00	0.00	0.00
Energy Use Emissions	0.03	0.25	0.21	0.00	20.28	0.02
Vehicle Emissions	23.16	46.41	194.10	0.18	20.28	2.05
Total	**26.46**	**46.66**	**194.31**	**0.18**	**20.30**	**2.07**
SCAQMD Threshold	55.00	55.00	550.00	150.00	150.00	NA
Exceed threshold?	**No**	**No**	**No**	**No**	**No**	**NA**

Source: CalEEMod (SCAQMD 2011b). See Appendix C for CalEEMod outputs.
ROG = reactive organic gas
NO_X = nitrogen oxides
CO = carbon monoxide
SO_X = sulfur oxides
PM_{10} = particulate matter equal to or less than 10 microns in diameter
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter

Operations Localized Significance Analysis

Table 3-6 shows the calculated emissions for the proposed operational activities compared with the appropriate LSTs. The LST analysis only includes on-site sources; however, the CalEEMod model outputs do not separate on- and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in **Table 3-6** include all on-site project-related stationary sources and 5 percent of the project-related new mobile sources, which is an estimate of the amount of project-related new vehicle traffic that will occur on site (SCAQMD 2006). Considering the total

trips included in the CalEEMod model, the assumption that 5 percent of them would occur only within the project site is conservative.

Table 3-6
Operational Local Significance Threshold (LST) Impacts (pounds per day)

Emissions Source	Nitrogen Oxide	Carbon Monoxide	PM_{10}	$PM_{2.5}$
On-Site Emissions	2.3	9.7	1.0	0.1
LST Thresholds	371	1,965	4	2
Significant Emissions?	**No**	**No**	**No**	**No**

Table 3-6 shows that the operational emission rates would not exceed the local significance thresholds for receptors at 25 meters. (SCAQMD, 2008) Therefore, the proposed operational activity would not result in a localized significant air quality impact.

While no development is proposed on the project site with this application, this analysis evaluates development assumptions for Parcels 1 through 3 and Parcel 7. Impacts associated with construction and operational air quality would be considered less than significant, as future development on all of the proposed parcels would require plot plan applications which are subject to subsequent CEQA environmental review. Furthermore, as shown in **Table 3-6**, the preliminary air pollutant projections indicate that SCAQMD significance thresholds for criteria emissions would not be surpassed.

c) **Less Than Significant Impact**. The proposed project, a division of parcels, would not generate any criteria pollutants; therefore, it would have no effect on the nonattainment of air quality standards. However, future commercial development associated with the proposed project may contribute to the net increase of ozone precursors and other criteria pollutants. The SCAQMD's approach for assessing cumulative impacts is based on the Air Quality Management Plan forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and California Clean Air Acts. As discussed earlier, the proposed project would be consistent with the AQMP, which is intended to bring the basin into attainment for all criteria pollutants.[2] In addition, the preliminary construction and operations emissions calculated for the proposed project (see **Tables 3-1** through **3-6**) are less than the applicable SCAQMD daily significance thresholds, which are designed to assist the region in attaining the applicable state and national ambient air quality standards. Furthermore, future development on each of the proposed parcels (1 through 6) would require a separate application and would be subject to subsequent CEQA environmental review as well as plot plan approval. Cumulative impacts of the proposed project would be less than significant.

[2] CEQA Guidelines Section 15064(h)(3) states, "a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem (e.g., water quality control plan, air quality plan, integrated waste management plan) within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency."

d) **Less Than Significant Impact.** Sensitive land uses are generally defined as locations where people reside or where the presence of air emissions could adversely affect the use of the land. Typical sensitive receptors include residents, schoolchildren, hospital patients, and the elderly. While the proposed project is a commercial project which would largely preclude the long-term presence of residents, schoolchildren, hospital patients, and the elderly, it would still result in commercial employees who would spend several hours on-site daily.

In April 2005, the California Air Resources Board (CARB) released the *Land Use and Air Quality Handbook: A Community Health Perspective* (Land Use Handbook), which offers guidance on siting sensitive land uses in proximity to sources of air toxics. Sensitive land uses identified in the Land Use Handbook include residential communities, schools and schoolyards, day-care centers, parks and playgrounds, and hospitals and medical facilities. A particular source of air toxics treated in the guidance is freeways and major roadways. These roadways are sources of diesel particulate matter (DPM), which CARB has listed as a toxic air contaminant.

The Land Use Handbook recommends that sensitive land uses be sited no closer than 500 feet from a freeway or major roadway, a buffer area that was developed to protect sensitive receptors from exposure to DPM, which was based on traffic-related studies that showed a 70 percent drop in PM concentrations at a distance of 500 feet from the roadway. Presumably, acute and chronic risks as well as lifetime cancer risk due to DPM exposure are lowered proportionately. Per Google Earth, the eastern edge of the project site is within 240 feet of Interstate 15. Therefore, the site lies within the CARB-recommended buffer area, and future receptors could be negatively affected by toxic air contaminants generated on Interstate 15.

As a refinement to the CARB Land Use Handbook, the Sacramento Metropolitan Air Quality Management District (SMAQMD) prepared the Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways, which was updated in March 2011. This protocol sets a screening threshold (276 per million) under which potential health risk impacts are not anticipated. The screening threshold was selected by the SMAQMD as that level of increased individual risk corresponding to a 70 percent reduction from the highest risk calculated at distances from the edge of the nearest travel lane to the nearest sensitive receptor for peak-hour traffic volumes. Based on the location of the project site (approximately 240 feet west of I-15 at its nearest) and the peak-hour volumes (9,000) along the nearby I-15 segment (Caltrans 2011), the location of the project site would not exceed the thresholds identified in the refined protocol as shown in **Table 3-7**.

Table 3-7
Screening Evaluation of Potential Cancer Risk to Proposed Receptors Attributable to I-15

I-15 Peak-Hour Traffic (vehicles/hr)	Receptor Distance from Edge of Nearest Travel Lane (feet)	Incremental Cancer Risk Per Million: West	Distance Screening Threshold (276 per million) Exceeded	Project Site Distance from I-15	Screening Threshold Surpassed?
9,000	10	429	<50 Feet	240 feet	**No**
	25	340			
	50	248			
	100	169			
	200	105			
	300	76			
	400	60			
	500	51			

Source: SMAQMD 2011; Peak-Hour Traffic Source: Caltrans 2011

Carbon Monoxide

Typically, substantial pollutant concentrations of CO are associated with mobile sources (e.g., vehicle idling time). Localized concentrations of CO are associated with congested roadways or signalized intersections operating at poor levels of service (level of service [LOS] E or lower). High concentrations of CO may negatively affect local sensitive receptors (e.g., residents, schoolchildren, or hospital patients). To the southwest of the project site, along Orange Street, are sensitive receptors consisting of existing residential uses.

As stated in the Transportation/Traffic subsection, although the division of land will not result in traffic, development of site improvements along with construction of retail uses will eventually lead to more traffic in the area. The traffic impact analysis prepared for the project (see Appendix I), and based on the development assumptions shown in the project description, determined that the study area intersections are projected to operate at acceptable levels of service during the peak hours for existing plus ambient growth plus cumulative projects plus project traffic conditions. (see Issue a) of Section 16 in this Initial Study) Therefore, this impact is considered less than significant since CO concentrations are associated with traffic facilities operating at poor levels of service.

e) **No Impact.** The SCAQMD *CEQA Air Quality Handbook* (1993) identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The proposed project is a Tentative Parcel Map for future commercial operations which will not include any of these land uses that have been identified by the SCAQMD as odor sources. While it is possible that a future gas station and restaurant may generate odors on

or near the property, these would be considered consistent with commercial uses found throughout the City, and across Bundy Canyon Road to the north. There would be no odor impacts from the proposed project.

MITIGATION MEASURES

None.

4. Biological Resources

Issues: Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?		✓		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?		✓		
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				✓
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			✓	
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?		✓		

Setting

The site is generally flat and level, with elevations ranging from approximately 1,345 to 1,391 feet above sea level One remnant drainage was identified within the proposed project area. The earthen channel begins in the northeastern quarter of the site and crosses the site from east to west. It is approximately 20 feet wide at its widest in the eastern portion of the site and approximately 2 feet wide at the western edge of the study area. The upstream feeding waters to this drainage were relocated underground in 2006/2007 by the Riverside County Flood Control District. Water is conveyed into the storm drainage system west of the site near its boundary with the I-15 right of way. The abandoned, on site drainage does not currently receive any storm flows from upstream areas and no longer has any connectivity to any upstream or downstream waters. This remnant drainage does not support any aquatic, wetland, or

riparian habitat and no longer functions as a stream. No potential jurisdictional wetlands or jurisdictional streambed occur within the study area. (LSA, 2012)

Vegetation and Disturbance

Vegetation within the site is disturbed, and the site appears to have been disked within the past year. A 2005 historic aerial (http://www.historieaerials.com) shows evidence of vegetation clearance prior to 2005. Vegetation present on the site consists of disturbed nonnative species with scattered eari ycolonizing Riversidean sage scrub spec ies. Prominent nonnative plant species identified include red brome (*Bromus madritensis* ssp. *Rubens*), shortpod mustard (*Hirschfeldia incana*), tocalote (*Centaurea melitensis*) and dove weed (*Croton setigerus*). Riversidean sage scrub species identified on site include California buckwheat (*Erigonum fasciculatum*), deerweed (*Lotus scoparius*), and Menzies' golden bush (*Isocoma menziesii*).

As noted above, near the center of the site, there is a remnant drainage that no longer conveys storm flows as a result of construction of an underground storm drain system in 2006/2007. Vegetation within the remnant drainage was similar to that in surrounding up land area. Trees identified on site include Mexican Palo Verde (*Parkinsonia aculeata*) and pistachio (*Pistacia atlantica*). A complete list of plant species observed on the site is included in **Table 4-1**. (LSA, 2012)

Wildlife

Wildlife species observed during the fielcl survey inc lude white-crowned sparrow *(Zonotrichia leucophrys),* black phoebe *(Sayornis nigricans semiatra),* European starling *(Sturnus vulgaris),* house finch *(Carpodacus mexicanus),* California ground squirrel *(Spermophilus beecheyi),* and black-tailed jackrabbit *(Lepus californicus).* No special interest wildlife spec ies were observed duri ng the field survey. (LSA, 2012) A complete list of wildlife species observed on the site is included in **Table 4-1**.

METHODS

Aerial photographs (2010 and 2011) were reviewed and maps of U.S. Fish and Wildlife Service (USFWS) designated critical habitats were used to determine the locations of critical habitats relative to the project site. Volume I, Parts I and 2, of the Western Riverside County Multiple Species Habitat Conservation Plan were also used to prepare the biological resources report. Soil information was taken from the Soil Survey of Western Riverside Area, California (Soil Conservation Service 1971). A field survey was conducted on May 30, 2007, by LSA Assistant Wildlife Biologist Lisa Wadley and again on October 8, 2012, by LSA Biologist Sarah Barrera. Notes were made on general site conditions, the presence of any riparian/riverine or vernal pool habitat, and vegetation. All plant and animal species observed or otherwise detected during the field survey were noted.

A literature review was conducted to determine the ex istence or potential occ urrence of special interest plant and animal species within 5 miles of the project site. Database records for the Wildomar, Lake Elsinore, Murietta, and Romoland, California USGS 7.5-minute quadrangles were searched on October 8, 2012, using the Cal ifornia Department of Fi sh and Game (CDFG) Natural Di versity Data Base online application Rarefind 4 and the California Native Plant Society (CNPS).

Table 4-1
Plants and Animals Observed

PLANTS	
Anacardiaceae	**Sumac family**
*Pistacia atlantica**	Mount Atlas mastic tree
*Schinus terebinthifolius**	Brazilian pepper tree
Asteraceae	**Sunflower family**
Artemisia califomica	California sagebrush
Ericameria palmeri var. *pachylepis*	Box Springs goldenbush
Brassicaceae	**Mustard family**
*Hirschfeldia incana**	Shortpod mustard
Chenopodiaceae	**Saltbush family**
*Salsola tragus**	Russian thistle
Fabaceae	**Pea family**
*Parkinsonia aculeata **	Mexican palo verde
Meliaceae	**Mahogany family**
*Melia azedarach**	Persian lilac, Chinaberry
Polygonaceae	**Buckwheat family**
Eriogonum fasciculatum	California buckwheat
Solanaceae	**Nightshade family**
*Nicotiana glauca**	Tree tobacco
Poaceae	**Grass family**
*Bromus madritensis**	Foxtail chess
Convolvulaceae	**Morning-glory family**
*Convolvulus arvensis**	Field bindweed
ANIMALS	
BIRDS	
Accipitridae	**Kites, Hawks, and Eagles**
Buteo jamaicensis	Red-tailed hawk
Charadriidae	**Plovers and Lapwings**
Charadrius vociferus	Killdeer
Columbidae	**Pigeons and Doves**
Zenaida macroura	Mourning dove
Trochilidae	**Hummingbirds**
Calypte anna	Anna's hummingbird
Hirundinidae	**Swallows**
Stelgidopteryx serripennis	Northern rough-winged swallow
Mimidae	**Mockingbirds and Thrashers**
Mimus polyglottos	Northern mockingbird
Icteridae	**Blackbirds, Orioles, and Allies**
Icterus bullockii	Bullock's oriole
MAMMALS	
Leporidae	**Rabbits and Hares**
Sylvilagus audubonii	Desert cottontail
RODENTIA	
Sciuridae	**Squirrels**
Spermophilus beecheyi	California ground squirrel

** Non-native species*
Source: LSA 2007

MSHCP COMPLIANCE

The City of Wildomar participates in the Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The plan establishes areas of sensitivity considered criteria areas or cells. Projects outside of these areas can proceed consistent with the provisions of CEQA and are subject to payment of an MSHCP mitigation fee. The MSHCP establishes procedures for the determination of sensitivity. The proposed project is subject to the MSHCP but is outside of any criteria area or cell.

Stephen's Kangaroo Rat Habitat Conservation Plan

In October 1988, the Stephens' kangaroo rat (SKR) was listed as an endangered species by the US Fish and Wildlife Service (USFWS). Under the Endangered Species Act, both the SKR and its habitat were protected from any type of disturbance resulting in "take" of the species. The net effect was to freeze new development on more than 22,000 acres throughout western Riverside County. At the time of listing, very little was known about the animal, its geographical distribution, or its habitat needs.

In order to address severe economic impacts of the SKR listing, the Riverside County Habitat Conservation Agency prepared a Short-Term Habitat Conservation Plan (HCP). This HCP, approved by the USFWS and California Department of Fish and Game in August 1990, was intended as an interim conservation program designed to afford protection to the SKR while a plan providing for the establishment of permanent preserves could be developed. The proposed project is within the Stephen's Kangaroo Rat Habitat Conservation Plan (SKRHCP) and is subject to mitigation fees. The fees are administered by the Riverside County Habitat Conservation Agency and are used to acquire and manage habitat for the species.

Riparian/Riverine and Vernal Pool Requirements

According to Section 6.1.2 of the MSHCP, an assessment of the potentially significant effects of projects on riparian/riverine areas and vernal pools shall be performed.

Riparian/riverine areas are defined by the MSHCP as "lands which contain habitat dominated by trees, shrubs, persistent emergents, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year." Vernal pools are defined by the MSHCP as "seasonal wetlands that occur in depression areas that have wetlands indicators of all three parameters (soils, vegetation, and hydrology) during the wetter portion of the growing season but normally lack wetlands indicators of hydrology and/or vegetation during the drier portion of the growing season…"

The MSHCP requires an assessment of riparian/riverine areas and vernal pools, including identification and mapping of these areas and consideration of species composition, topography/hydrology, and soil analysis, where appropriate. According to the MSHCP, the assessment shall also include a description of the functions and values of the mapped areas. Factors to be considered include hydrologic regime, flood storage and flood flow modification, nutrient retention and transformation, sediment trapping and transport, toxicant trapping, public use, wildlife habitat, and aquatic habitat. Further, if the mapping identifies suitable habitat for certain species identified in the MSHCP, and the proposed project design does not incorporate avoidance of the identified habitat, then focused surveys for those species shall be conducted and avoidance and minimization measures discussed in the MSHCP shall be implemented.

Potential Jurisdictional Wetlands and Streambeds

One remnant drainage was identified within the study area. The earthen channel begins in the northeastern quarter of the site and crosses the site from east to west. It is approximately 20 feet wide at its widest in the eastern portion of the site and approximately 2 feet wide at the western edge of the study area. The upstream feeding waters to this drainage were relocated underground in 2006/2007 by the Riverside County Flood Control District. Water is conveyed into the storm drain system west of the site near its boundary with the I-15 right-of-way. The abandoned, on-site drainage does not currently receive any storm flows from upstream areas, no longer has any aquatic, wetland, or riparian habitat, and no longer functions as a stream. A MSHCP consistency report prepared in October 2012 by LSA Associates (**Appendix D**) determined that no potential jurisdictional wetlands or jurisdictional streambeds occur within the study area.

DISCUSSION

a) **Less Than Significant With Mitigation Incorporated.** The project site is vacant and primarily contains non-native ruderal vegetation, and a remnant drainage feature runs southwest from the center of the project site near I-15. According to the Riverside County Land Information System (2012), the project site has been previously disturbed and is located outside of any criteria cell or area. The project is subject to MSHCP fees.

Implementation of the proposed project could result in the direct mortality or loss of habitat for raptors and migratory birds. Habitats on and adjacent to the project site may provide suitable nesting habitat for birds protected under the Migratory Bird Treaty Act and Section 3503.5 of the California Fish and Game Code. Therefore, removal of trees and vegetation during construction activities could result in noise, dust, human disturbance, and other direct/indirect impacts to nesting raptors and migratory bird species in the project vicinity. Potential nest abandonment and mortality to eggs and chicks would be considered significant impacts.

Implementation of mitigation measure **BIO-01** would ensure that all sensitive habitat, and candidate, sensitive, and/or special-status species identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) (formerly the California Department of Fish and Game) or USFWS are identified, avoided, and mitigated for where necessary. With mitigation, the potential impacts would be less than significant.

b) **Less Than Significant With Mitigation Incorporated.** A biology study performed by LSA Associates in July 2007 (**Appendix D**) determined that the proposed project site is highly disturbed and that the vegetation on the site is primarily ruderal and common to disturbed areas. The July 2007 study and a MSHCP consistency report prepared by LSA Associates in October 2012 (**Appendix D**) also stated that there are no vernal pools (or similar habitat), potential wetlands, or jurisdictional streambeds occurring within the study area.

The proposed project site is within the Stephen's Kangaroo Rat Habitat Conservation Plan fee area, which will be addressed by the implementation of mitigation measure **BIO-02**.

With implementation of mitigation measure **BIO-02**, any impacts will be less than significant.

c) **No Impact**. Implementation of the proposed project would not result in the loss of jurisdictional waters of the United States or waters of the State. A Riparian/Riverine and Vernal Pool Habitat Suitability Assessment (HSA) prepared by LSA Associates in July 2007 and a MSHCP consistency report prepared by LSA Associates in October 2012 (**Appendix D**) determined that there are no potential jurisdictional wetlands or streambeds located on the site.

d) **No Impact.** Implementation of the proposed project would not interfere substantially with the movement of native resident or migratory fish or wildlife species. No established migratory routes were identified within the project site in a July 2007 biology study (**Appendix D**) or an October 2012 MSHCP consistency report (**Appendix D**). In addition, the 2012 MSHCP consistency report found that there are no aquatic, wetland, or riparian habitats occurring on the site. Due to the surrounding urban land uses and major roadways, it is unlikely that any significant wildlife corridors exist in the project vicinity. Therefore, no impacts to the movement of any native resident or migratory fish or wildlife species, or established native resident or migratory wildlife corridors, and no impediments to the use of native wildlife nursery sites will occur as a result of the proposed project.

e) **Less Than Significant Impact.** The City is subject to compliance with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The proposed project is located outside of an MSHCP criteria cell or area but within the fee assessment area. Additionally, the proposed project site does not contain any oak trees; therefore, it is not subject to the Riverside County Oak Tree Management Guidelines. The proposed project has no potential to impact biological resources; however, future development associated with the proposed project may. As noted above, the project is compliant with all existing ordinances and policies, and this impact is considered less than significant.

f) **Less Than Significant With Mitigation Incorporated.** The MSHCP is a comprehensive, multi-jurisdictional habitat conservation plan focusing on conservation of species and associated habitats in western Riverside County. The MSHCP will serve as a habitat conservation plan pursuant to Section 10(a)(1)(B) of the federal Endangered Species Act of 1973, as amended, as well as a natural communities conservation plan (NCCP) under the NCCP Act of 2001. The overall goal of the MSHCP is the conservation of 500,000 acres and focuses on the conservation of 146 plant and animal species. The proposed project is located outside of the MSHCP criteria cell or areas but within the fee area. Implementation of mitigation measures **BIO-02** and **BIO-03** will mitigate any impacts to a less than significant level.

MITIGATION MEASURES

BIO-01 The project applicant shall conduct construction and clearing activities outside of the avian nesting season (January 15–August 31), where feasible. If clearing and/or construction activities occur during nesting season, preconstruction surveys for nesting raptors and migratory birds shall be conducted by a qualified biologist, up to 14 days before initiation of construction activities. The qualified biologist shall survey the construction zone, and a 250-foot radius surrounding the construction zone, to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds. If the biologist determines after consultation with wildlife agencies that there is potential harm to nesting birds, construction within the 250 foot setback area shall be prohibited until it is determined that construction activities will not harm the nesting birds.

Timing/Implementation: *The project applicant shall incorporate requirements into the contract plans. The project applicant's construction inspector shall monitor to ensure that measures are implemented during construction.*

Enforcement/Monitoring: *City of Wildomar Planning and Public Works Departments*

BIO-02 The project site is within the Stephen's Kangaroo Rat Habitat Conservation Plan (SKRHCP) fee area and will be subject to the SKRHCP fee, per Riverside County Ordinance 336 (as amended through 663.10). This fee is currently $500 per gross acre of the parcels proposed for development and must be paid upon issuance of a grading permit. The payment of this fee will mitigate for any impacts to Stephen's kangaroo rat habitat. (*Note that the fee amount is current as of this document; however, the fee may change over time and the current fee must be paid at the time of issuance.)*

Timing/Implementation: *The fee must be paid prior to the issuance of a grading permit*

Enforcement/Monitoring: *City of Wildomar Building and Planning Departments*

BIO-03 The proposed project is within the Western Riverside MSHCP area and will be subject to the MSHCP development mitigation fee, per Riverside County Ordinance 810.2. This fee is currently $9,492 per gross acre of the parcels proposed for development and must be paid upon issuance of a grading permit. The payment of this fee will mitigate for any impacts to the MSHCP planning area. (*Note that the fee amount is current as of this document; however, the fee may change over time and the current fee must be paid at the time of issuance.)*

Timing/Implementation: *The fee must be paid prior to the issuance of a grading permit*

Enforcement/Monitoring: *City of Wildomar Building and Planning Departments*

5. Cultural Resources

Issues: Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?			✓	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		✓		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓		
d) Disturb any human remains, including those interred outside of formal cemeteries?		✓		

DISCUSSION

a) **Less Than Significant Impact**. The project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the California Environmental Quality Act. As shown in **Appendix B**, there are no structures located on the site. Currently, the project site is vacant. In addition, the Wildomar General Plan does not identify historical resources on the project site. Since no historic structures are currently located on the site or adjacent to the site, a less than significant impact to historic resources is anticipated, and no mitigation measures are required.

b) **Less Than Significant Impact With Mitigation Incorporated**. The project is not anticipated to cause a substantial adverse impact to an archaeological resource. However, because archaeological resource sites have been identified within the City of Wildomar, there is the potential for the unanticipated discovery of these resources. Because these resources are known to exist in the general area, the mitigation measures listed in this section (**CUL-01** through **CUL-08**) will ensure that any unanticipated discovery would not have a significant impact on archeological resources.

According to the Riverside County Land Information System (2012), the project site is not located within Native American Tribal Lands. However, historically there have been tribal activities in and around the Wildomar area, and there is a potential for the inadvertent discovery of previously unknown resources. As a result, with the implementation of the mitigation measures (**CUL-01** through **CUL-08**) identified in this section, any impacts will be reduced to a less than significant level.

c) **Less Than Significant Impact With Mitigation Incorporated**. The site has been identified as having a high potential/sensitivity (High A) for paleontological resources according to the Wildomar General Plan Paleontological Sensitivity Resources Map. Geologic formations in the high sensitivity area are known to have fossilized body elements and trace fossils such as tracks, nests, and eggs. These fossils can occur at or below the surface. Therefore, mitigation measures (**CUL-07** and **CUL-08**) will be implemented to reduce impacts in the event that paleontological

resources are found during grading. Therefore, with mitigation, impacts will be reduced to a less than significant level.

d) **Less Than Significant Impact With Mitigation Incorporated**. Neither the City nor the County has records of the project site containing any previously identified formal or informal cemetery. Although there are no known archaeological resources on the project site, in the event human remains are encountered during ground-disturbing activities, mitigation measures (**CUL-01** through **CUL-06**) identified below would reduce any impacts to a level of less than significant

MITIGATION MEASURES

CUL-01 Prior to future development approval on the project site and issuance of any grading, building, or other permit authorizing ground-disturbing activity, the following wording shall be included in all construction contract documentation:

If during grading or construction activities cultural resources are discovered on the project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archeologist. Any unanticipated cultural resources that are discovered shall be evaluated and a final report prepared. The report shall include a list of the resources recovered, documentation of each site/locality, and interpretation of resources recovered. In the event the significant resources are recovered and if the qualified archaeologist determines the resources to be historic or unique, mitigation would be required pursuant to and consistent with CEQA Guidelines Sections 15064.5 and 15126.4 and Public Resources Code Section 21083.2.

Timing/Implementation: *As a condition of future development approval, and implemented during ground-disturbing construction activities*

Enforcement/Monitoring: *City of Wildomar Building and Planning Departments*

CUL-02 At least 30 days prior to seeking a grading permit, the project applicant(s) for future development shall contact the appropriate Tribe[3] to notify the Tribe of grading, excavation, and the monitoring program, and to coordinate with the City of Wildomar and the Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The agreement shall address the treatment of known cultural resources; the designation, responsibilities, and participation of Native American Tribal monitors during grading, excavation, and ground-disturbing activities; project grading and development scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.

Timing/Implementation: *Prior to the issuance of a grading permit*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

CUL-03 Prior to future development approval on the project site and issuance of any grading, building or other permit authorizing ground-disturbing activity, the project applicant(s) shall include the following wording on all construction contract documentation:

[3] It is anticipated that the Pechanga Band of Luiseño Indians will be the "appropriate" Tribe due to their prior and extensive coordination with the surrounding cities in determining potentially significant impacts and appropriate mitigation measures.

If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources 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 a reasonable time frame. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

Timing/Implementation: *As a condition of future development approval, and implemented during ground-disturbing construction activities*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

CUL-04 The landowner shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts that are found on the project site, to the appropriate Tribe for proper treatment and disposition.

Timing/Implementation: *As a condition of project approval, and implemented during ground-disturbing construction activities*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

CUL-05 All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible as determined by a qualified professional in consultation with the appropriate culturally affiliated Native American Tribe. To the extent that a sacred site cannot be feasibly preserved in place or left in an undisturbed state, mitigation measures shall be required pursuant to and consistent with Public Resources Code Section 21083.2.

Timing/Implementation: *As a condition of project approval, and implemented during ground-disturbing construction activities*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

CUL-06 Prior to future development approval on the project site and issuance of any grading, building or other permit authorizing ground-disturbing activity, the project applicant(s) shall include the following wording on all construction contract documentation:

If inadvertent discoveries of subsurface archaeological resources are discovered during grading, work shall be halted immediately within 50 feet of the discovery and the developer and Tribe shall meet and confer regarding the significance of and mitigation for such resources. If the developer and the Tribe cannot agree on the significance of or the mitigation for such resources, these issues will be presented to the City of Wildomar Planning Director for decision. The Planning Director shall make the determination based on the provisions of CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the appropriate Tribe. Notwithstanding any other rights available under the

law, the decision of the Planning Director shall be appealable to the City of Wildomar. In the event the significant resources are recovered and if the qualified archaeologist determines the resources to be historic or unique, mitigation would be required pursuant to and consistent with CEQA Guidelines Sections 15064.5 and 15126.4 and Public Resources Code Section 21083.2.

Timing/Implementation: *As a condition of future development approval, and implemented during ground-disturbing construction activities*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

CUL-07 Prior to the issuance of a grading permit, the project applicant(s) for future development shall identify to the City of Wildomar the qualified paleontologist who has been retained to evaluate the significance of any inadvertently discovery paleontological resources. If paleontological resources are encountered during grading or project construction, all work in the area of the find shall cease. The project applicant shall notify the City of Wildomar and retain a qualified paleontologist to investigate the find. The qualified paleontologist shall make recommendations as to the disposition of the paleontological resources to the City of Wildomar Planning Director. The developer shall pay for all required treatment and storage of the discovered resources.

Timing/Implementation: *Prior to the issuance of a grading permit*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

CUL-08 To address the possibility that cultural resources may be encountered during future grading or construction, a qualified professional shall monitor all construction activities that could potentially impact archaeological and/or paleontological deposits (e.g., grading, excavation, and/or trenching). However, monitoring should be discontinued as soon the qualified professional is satisfied that construction will not disturb cultural resources.

Timing/Implementation: *As a condition of future development approval, and implemented during ground disturbing construction activities*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

6. Geology and Soils

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

DISCUSSION

a) i) **Less Than Significant Impact**. The project is located within seismically active Southern California (Seismic Zone 4) and is expected to experience occasional strong ground motions from earthquakes caused by both local and regional faults. There are approximately 41 major "potentially active/active" faults within a 62-mile radius (100 kilometers) of the project site. None of these active faults are known or believed to traverse the project site based on scientific review and on photogeologic analysis, field reconnaissance, on-site subsurface trenching, and other scientific analysis (Terra Geosciences 2007) (see **Appendix E**). The nearest active fault to the project site is the Wildomar Fault (Temecula Segment of the Elsinore Fault Zone), located approximately 1 mile southwest of the project site. The Wildomar Fault is a right-lateral strike-

slip fault that has a maximum moment magnitude (Mw) of 6.8 and an estimated slip rate of 5.0 millimeters per year. The project site does not lie within a State of California Earthquake Fault Hazard Zone (formerly called an Alquist-Priolo Special Studies Zone) but does lie within the Riverside County Fault Zone. Although not zoned by the State of California, geologic mapping indicates that a branch of the Elsinore Fault Zone (Glen Ivy Segment), which is also included in the Riverside County Fault Zone, may transect the southwestern portion of the project site. However, a geologic/fault investigation conducted by Terra Geoscience in January 2007 did not identify any recent faulting on the project site. Caliche-lined fractures encountered during the investigation were determined to be generated by random ground fracturing from a pre-Holocene strong earthquake.

As there is no evidence of a known fault on the project site, the project would not expose people or structures to potential substantial adverse effects associated with ground rupture. This impact would be considered less than significant.

ii) **Less Than Significant Impact With Mitigation Incorporated.** The proposed project could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. The project site is located in an area of high regional seismicity and may experience horizontal ground acceleration during an earthquake along the Wildomar Fault of the Elsinore Fault Zone, which is located approximately 1 mile from the project site, or other fault zones throughout the region. The project site does not lie within a State of California Earthquake Fault Hazard Zone (formerly called an Alquist-Priolo Special Studies Zone) but does lie within the Riverside County Fault Zone. The project site has been, and will continue to be, exposed to strong seismic ground shaking, which is considered a potentially significant impact. Compliance with mitigation measures **GEO-01** and **GEO-02** will minimize the potential for damage associated with strong seismic ground shaking and reduce this impact to a less than significant level.

iii) **Less Than Significant Impact With Mitigation Incorporated.** According to the Riverside County Land Information System (2012), the project site is located in an area that is designated as having a moderate potential for liquefaction. To address any potential impacts from other seismic-related ground failure, compliance with mitigation measures **GEO-01** and **GEO-02** will minimize the potential for damage associated with strong seismic ground shaking and reduce this impact to a less than significant level.

iv) **No Impact.** The proposed project is not expected to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death from landslides. Due to the relatively level terrain in the proposed project area, this site is not subject to landslide, collapse, or rockfall hazards. The project site is located within an area of general seismic activity, but does not contain areas subject to unstable geologic units or soil. According to the Wildomar General Plan, the project site has no potential for landslides. Additionally, due to the proposed project site's distance from boulders or other rock formations, there is no potential for mudslide or rock fall hazards. As a result, no impacts are anticipated.

b) **Less Than Significant Impact With Mitigation Incorporated**. During site preparation and grading and as future development is proposed, soil erosion may result during construction, as grading and construction can loosen surface soils and make soils susceptible to the effects of wind and water movement across the surface. Mitigation measures **GEO-03** and **GEO-04** will require compliance with the National Pollution Discharge Elimination System (NPDES) and the State of California Water Quality Control Board's construction permit as well as the submittal of detailed Erosion Control Plans with any grading plans. Typical best management practices (BMP) design

components intended to reduce erosion include maximizing paving of the site and collecting the storm drainage runoff into basins (see Parcel 7), design of landscaping intended to enable percolation and treatment of stormwater and use of a sand filtration design in the storm drainage basin. A draft water quality management plan for Parcels 1 and 2 is included as Appendix G to this initial study. The implementation of mitigation measures **GEO-04** and **GEO-04** will address any erosion issues associated with the future grading of the site. As a result, these impacts are considered to be less than significant with mitigation.

c) **Less Than Significant Impact With Mitigation Incorporated**. According to the Riverside County Land Information System (2012), the project site is located in an area that is designated as having a moderate potential for liquefaction and is susceptible to subsidence. To address any potential impacts related to ground failure, compliance with mitigation measures **GEO-02** and **GEO-04** would reduce the impacts associated with ground failure hazards to a less than significant level.

d) **Less Than Significant Impact With Mitigation Incorporated**. The native soils on the site consist of Ramona sandy loam (RaB3 and RaD2), Ramona very fine sandy loam (ReC2), Greenfield sandy loam (GyC2), and Hanford coarse sandy loam (HcC) (USDA-NRCS 2012). The Ramona sandy loam and very fine sandy loam soil series make up approximately 80 percent of the soils on the site. All soils on the project site have a low shrink-swell potential; therefore, they would not be considered expansive soils. Future development proposed on the site is required to comply with the California Building Code and commonly accepted engineering practices, which require special design and construction methods for dealing with expansive and unstable soil behavior. Compliance with recommendations included in the soils report required by mitigation measure **GEO-01** and compliance with mitigation measures **GEO-02** through **GEO-04** will ensure that soils at future development sites would be capable of supporting the structures resulting from the proposed project. This compliance would reduce impacts resulting from expansive and unstable soils to a less than significant level.

e) **No Impact**. The project does not propose the use or construction of septic tanks or alternative wastewater disposal systems; therefore, no impact would occur.

MITIGATION MEASURES

GEO-01 Prior to the issuance of a grading permit, the developer shall submit a geotechnical soils reports to the City Engineer for review and approval. All grading shall be in conformance with the recommendations of the geotechnical/soils reports as approved by the City of Wildomar.

Timing/Implementation: *Prior to the issuance of a grading permit*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

GEO-02 All grading shall conform to the California Building Code, Ordinance 457, and all other relevant laws, rules, and regulations governing grading in the City of Wildomar. Prior to commencing any grading which includes 50 or more cubic yards, the developer shall obtain a grading permit from the Building Department.

Timing/Implementation: *Prior to the issuance of a grading permit*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

GEO-03 Prior to issuance of a grading permit, the developer shall provide the Engineering Department evidence of compliance with the National Pollutant Discharge Elimination System (NPDES) and obtain a construction permit from the State Water Resources Control Board (SWRCB).

Timing/Implementation: *Prior to the issuance of a grading permit*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

GEO-04 Erosion control-landscape plans, required for manufactured slopes greater than 3 feet in vertical height, are to be signed by a registered landscape architect and bonded per the requirements of Ordinance 457 (refer to dept. form 284-47). Planting shall occur within 30 days of meeting final grades to minimize erosion and to ensure slope coverage prior to the rainy season. The developer shall plant and irrigate all manufactured slopes steeper than a 4:1 (horizontal to vertical) ratio and 3 feet or greater in vertical height with grass or ground cover; slopes 15 feet or greater in vertical height shall be planted with additional shrubs or trees or as approved by the City Engineer.

Timing/Implementation: *Prior to the issuance of a grading permit*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

7. Greenhouse Gas Emissions

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

DISCUSSION

a) **Less Than Significant Impact.** Construction and operation of subsequent development associated with the proposed Tentative Parcel Map would generate greenhouse gas (GHG) emissions, with the majority of energy consumption (and associated generation of GHG emissions) occurring during operation of future commercial buildings (as opposed to during construction of roadway and sidewalk improvements). Overall, the following activities associated with the future anticipated land uses could directly or indirectly contribute to the generation of GHG emissions:

- **Construction Activities:** During construction of the project, GHGs would be emitted through the operation of construction equipment and from worker and vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Furthermore, CH_4 is emitted during the fueling of heavy equipment.
- **Gas, Electric, and Water Use:** Natural gas use results in the emissions of two GHGs: CH_4 (the major component of natural gas) and CO_2 from the combustion of natural gas. Electricity use can result in GHG production if the electricity is generated by combusting fossil fuel. California's water conveyance system is energy-intensive. Preliminary estimates indicate that the total energy used to pump and treat this water exceeds 6.5 percent of the total electricity used in the state per year.
- **Solid Waste Disposal:** Solid waste generated by the project could contribute to GHG emissions in a variety of ways. Landfilling and other methods of disposal use energy for transporting and managing the waste, and they produce additional GHGs to varying degrees. Landfilling, the most common waste management practice, results in the release of CH_4 from the anaerobic decomposition of organic materials. Methane is 21 times more potent a GHG than CO_2. However, landfill CH_4 can also be a source of energy. In addition, many materials in landfills do not decompose fully, and the carbon that remains is sequestered in the landfill and not released into the atmosphere.
- **Motor Vehicle Use:** Transportation associated with the proposed project would result in GHG emissions from the combustion of fossil fuels in daily automobile and truck trips.

GHG emissions associated with future land uses would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. There would also be long-term regional emissions associated with project-related new vehicular trips and stationary source emissions, such as natural gas used for heating and electricity usage for lighting. Preliminary

guidance from the Office of Planning and Research (OPR) and recent letters from the Attorney General critical of CEQA documents that have taken different approaches indicate that lead agencies should calculate, or estimate, emissions from vehicular traffic, energy consumption, water conveyance and treatment, waste generation, and construction activities. The calculation presented below includes construction as well as long-term operational emissions in terms of annual carbon dioxide equivalents (CO_2e)[4] associated with the anticipated operations of Parcels 1, 2, 3, and 6 since these parcels are anticipated with more specific land uses and sizes. The resultant emissions of these activities were calculated using the CalEEMod air quality model (see **Appendix C**). CalEEMod (SCAQMD 2011b) is a statewide land use emissions computer model designed to provide a uniform platform for the use of government agencies, land use planners, and environmental professionals. Emissions associated with the operation of Parcels 4 through 7 are not quantified, as this development is too speculative and has not yet been adequately defined. However, as stated above, future development on each of the proposed parcels (1 through 6) would require a separate application and would be subject to subsequent CEQA environmental review as well as plot plan approval. (Parcel 7 will remain as a storm drainage basin and will be developed as part of the first phase of the proposed project.)

On September 28, 2010, the South Coast Air Quality Management District (SCAQMD) conducted Stakeholder Working Group Meeting #15, which resulted in a recommended threshold of 3,000 metric tons of carbon dioxide equivalent (CO_2e) as a threshold for all land uses. Therefore, for the purposes of this evaluation and in the absence of any other adopted significance thresholds, a threshold of 3,000 metric tons of CO_2e per year is used to assess the significance of greenhouse gases. Emissions resulting from implementation of the anticipated land uses of Parcels 1, 2, 3, and 6 have been quantified and the quantified emissions compared with the SCAQMD greenhouse gas threshold. The anticipated GHG emissions during project construction and operation are reflected in **Table 7-1**. As shown in this table, GHG emissions projected to result from both construction (amortized over 30 years) and operation of the proposed project would not exceed the SCAQMD greenhouse gas threshold of 3,000 metric tons of CO_2e per year and are therefore considered less than significant.

[4] Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH_4 traps over 21 times more heat per molecule than CO_2, and N_2O absorbs 310 times more heat per molecule than CO_2. GHG emissions are presented in CO_2e, which weight each gas by its global warming potential (GWP). Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.

Table 7-1
Construction-Related and Operational Greenhouse Gas Emissions (metric tons per year)

Emission Type	CO_2e
Construction Amortized over 30 Years	15
Indirect Emissions from Electricity and Natural Gas Consumption	107
Water Demand	6
Waste Generation	17
Area Source (landscaping)	0
Mobile Source (vehicles)	2,421
Operations Total	**2,566**
SCAQMD Greenhouse Gas Threshold	3,000
Threshold Exceeded?	No

Source: CalEEMod (SCAQMD 2011b). See Appendix C for CalEEMod outputs. Notes: The calculation presented includes construction as well as long-term operational emissions in terms of annual CO_2e associated with the construction and anticipated operations of Parcels 1, 2, 3, and 6 since these parcels are anticipated with more specific land uses and sizes. Land use assumptions include 3,280 square feet of "fast-food restaurant with drive-through," a "convenience market with 12 gas pumps," 200 parking spaces, and a one-acre detention basin. GHG emissions were calculated based on CalEEMod defaults for traffic trip generation, landscaping needs, energy demand, solid waste generation, and water demand. Diesel-fueled construction equipment load factors reduced by 33 percent as directed by CARB to account for OFFROAD emissions overestimation (CARB 2010). In order to provide a conservative analysis, projected GHGs from construction have been amortized over the life of the project (30 years) and added to the annual average operational emissions.

As shown in **Table 7-1**, GHG emissions projected to result from both construction and operation of the anticipated land uses of Parcels 1, 2, 3, and 7 would not exceed the SCAQMD greenhouse gas threshold of 3,000 metric tons of CO_2e per year; the impact is therefore considered less than significant. In addition, future development on each of the proposed parcels (1 through 7) would require a separate application and would be subject to subsequent CEQA environmental review as well as plot plan approval.

b) **Less Than Significant With Mitigation Incorporated.** The City of Wildomar does not have local policies or ordinances aimed at reducing GHG emissions. However, the City is subject to compliance with the Global Warming Solutions Act (AB 32), codified at Health and Safety Code Sections 38500, 38501, 28510 (repealed), 38530, 38550, 38560, 38561–38565, 38570, 38571, 38574, 38580, 38590, and 38592–38599.

The emissions level identified in **Table 7-1** is unlikely to result in GHG emission levels that would substantially conflict with implementation of the GHG reduction goals under AB 32 or other state regulations. The Climate Action Team (CAT) and California Air Resources Board (CARB) have developed several reports to achieve the governor's GHG targets that rely on voluntary actions of California businesses, local government and community groups, and state incentive and regulatory programs. These reports include the CAT's 2006 "Report to Governor Schwarzenegger and the Legislature," CARB's 2007 "Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California," and CARB's "Climate Change Proposed Scoping Plan: A Framework for Change."

The reports identify strategies to reduce California's emissions to the levels proposed in AB 32 that are applicable to the proposed project. The Scoping Plan is the most recent document, and the strategies included in the Scoping Plan that apply to the project are contained in **Table 7-2**,

which also summarizes the extent to which the project would comply with the strategies to help California reach the emissions reduction targets.

The strategies listed in **Table 7-2** can be part of a project, required as mitigation measures, or stipulated as requirements under local ordinances. As the strategies are not part of the project, and the City has not adopted them as an ordinance, they are included in this project as Mitigation Measure GHG-01. Note that the majority of these strategies are designed to apply to construction and operation of buildings rather than improvements associated with parcel maps such as the proposed project. During the plot plan review process, the City will determine which of the strategies described in **Table 7-2** (as well as any that may occur subsequent to this document) should be applied to the project. As proposed, the parcel map and associated improvements would not impede the application of any of these strategies to subsequent development, and the City will apply the appropriate strategies at the time of building permit application. In addition, development on the project site would be subject to all future applicable regulatory requirements, which would also reduce the GHG emissions of the project. This impact is less than significant.

Table 7-2
Long-Term Operational Greenhouse Gas Emissions

Strategy	Project Compliance
Energy Efficiency Measures	
Energy Efficiency Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts including new technologies, and new policy and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California (including both investor-owned and publicly owned utilities). **Renewables Portfolio Standard** Achieve a 33 percent renewable energy mix statewide. **Green Building Strategy** Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	**Compliant** Future land uses will comply with the updated Title 24 standards, including the new 2010 California Building Code (CBC), for building construction. These standards require new buildings to reduce water consumption by 20 percent, which results in less energy consumption for pumping water.
Water Conservation and Efficiency Measures	
Water Use Efficiency Continue efficiency programs and use cleaner energy sources to move and treat water. Approximately 19 percent of all electricity, 30 percent of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute, and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions.	**Compliant** As previously described, the project would comply with Title 24 standards which require new buildings to reduce water consumption by 20 percent. In addition, future land uses would comply with mitigation measure GHG-1, identified later in this subsection, which includes measures to increase water use efficiency. For instance, indoor water conservation measures shall be incorporated, such as use of low-flow toilets and faucets. Also, low- water use landscaping (i.e., drought-tolerant plants and drip irrigation) shall be installed. At least 75 percent of all landscaping plants shall be drought-tolerant as determined by a licensed landscape architect or contractor.
Solid Waste Reduction Measures	
Increase Waste Diversion, Composting, and Commercial	**Compliant**

Recycling, and Move Toward Zero-Waste Increase waste diversion from landfills beyond the 50 percent mandate to provide for additional recovery of recyclable materials. Composting and commercial recycling could have substantial GHG reduction benefits. In the long term, zero-waste policies that would require manufacturers to design products to be fully recyclable may be necessary.	Data available from the California Integrated Waste Management Board (now known as CalRecycle) indicates that the City of Wildomar (Riverside County) has not achieved the 50 percent diversion rate. Future land uses would comply with mitigation measure GHG-01, identified later in this subsection, including measures to increase solid waste diversion, composting, and recycling.
Transportation and Motor Vehicle Measures	
Vehicle Climate Change Standards AB 1493 (Pavley) required the State to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of GHG emissions from passenger vehicles and light-duty trucks. Regulations were adopted by CARB in September 2004. **Light-Duty Vehicle Efficiency Measures** Implement additional measures that could reduce light-duty GHG emissions. For example, measures to ensure that tires are properly inflated can both reduce GHG emissions and improve fuel efficiency. **Adopt Heavy- and Medium-Duty Fuel and Engine Efficiency Measures** Regulations to require retrofits to improve the fuel efficiency of heavy-duty trucks that could include devices that reduce aerodynamic drag and rolling resistance. This measure could also include hybridization of and increased engine efficiency of vehicles. **Low Carbon Fuel Standard** CARB identified this measure as a Discrete Early Action Measure. This measure would reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020.	**Compliant** The project does not involve the manufacture of vehicles. However, vehicles that are purchased and used on the project site would comply with any vehicle and fuel standards that CARB adopts. However, future land uses would comply with mitigation measure GHG-01, identified later in this subsection, which includes measures to reduce automobile vehicle miles travelled in order to reduce GHG emissions.
Regional Transportation-Related Greenhouse Gas Targets Develop regional GHG emissions reduction targets for passenger vehicles. Local governments will play a significant role in the regional planning process to reach passenger vehicle GHG emissions reduction targets. Local governments have the ability to directly influence both the siting and design of new residential and commercial developments in a way that reduces GHGs associated with vehicle travel.	**Compliant** Specific regional emission targets for transportation emissions do not directly apply to this project; regional GHG reduction target development is outside the scope of this project. The project will comply with any plans developed by the City of Wildomar and Riverside County.
Measures to Reduce High Global Warming Potential (GWP) Gases CARB has identified Discrete Early Action measures to reduce GHG emissions from the refrigerants used in car air conditioners, semiconductor manufacturing, and consumer products. CARB has also identified potential reduction opportunities for future commercial and industrial refrigeration, changing the refrigerants used in auto air conditioning systems, and ensuring that existing car air conditioning systems do not leak.	**Compliant** New products used or serviced on the project site (after reduction of GHG gases) would comply with future CARB rules and regulations.

Mitigation Measures

GHG-01 Prior to building permit approval, the City of Wildomar Planning Department will evaluate the provisions of CARB's "Climate Change Proposed Scoping Plan: A Framework for Change" to determine which of the provisions are applicable to the building and occupancy anticipated and shall require that the project applicant implement measures to reduce short-term and long-term emissions of GHGs associated with construction and operation of the proposed project. Examples of measures that might be implemented include, but are not limited to the following:

Construction

- Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard) to the extent practical.

Operation

- Bicycle parking facilities and preferential parking for carpooling and alternative-fueled vehicles shall be provided at locations determined by City of Wildomar Planning Department staff. This measure encourages use of alternative transportation by employees and helps to reduce the amount of vehicle miles traveled as a result of the project.
- Proposed commercial uses shall provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas.
- Indoor water conservation measures shall be incorporated, such as use of low-flow toilets and faucets.
- Future development of the annexation area shall ensure that low-water-use landscaping (i.e., drought-tolerant plants and drip irrigation) is installed. At least 75 percent of all landscaping plants shall be drought-tolerant as determined by a licensed landscape architect or contractor.

Timing/Implementation: *Prior to issuance of a building permit*

Enforcement/Monitoring: *City of Wildomar Planning Department*

Implementation of mitigation measure **GHG-01** will ensure compliance with the provisions of the AB 32 Scoping Plan.

8. Hazards and Hazardous Materials

Issues: Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		✓		
b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		✓		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?		✓		
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles or a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓

DISCUSSION

a) **Less Than Significant Impact With Mitigation Incorporated.** The Riverside County Department of Environmental Health issues permits to and conducts inspections of businesses that use, store, or handle quantities of hazardous materials and/or waste greater than or equal to 55 gallons or 500 pounds, or 200 cubic feet of compressed gas, at any time. The department also implements the Hazardous Material Management Plans (Business Emergency Plans) that include an inventory of hazardous materials used, handled, or stored at any business in Wildomar. Implementation of

mitigation measure **HAZ-01** will require a permit from the Riverside County Department of Environmental Health.

The proposed project would not create a significant hazard to the public through the routine transport, use, or disposal of hazardous materials; however, future commercial development associated with the proposed project may. Future development of a gas station in particular would result in the delivery, management, or disposal of hazardous materials and would be regulated by the Riverside County Department of Environmental Health, California Department of Industrial Relations, California Environmental Protection Agency, California Department of Occupational Safety and Health Administration, State Board of Equalization, California Department of Toxic Substances Control, and California Franchise Tax Board. These agencies would either participate in the plot plan review by the City or be involved in the inspection prior to occupancy of the gas station.

During construction of future development on the project site, there is a potential for accidental release of petroleum products in sufficient quantity to pose a hazard to people and the environment. Prior to initiating construction on the project site, mitigation measure **HYD-01** will address any construction-related spills or accidents. Implementation of mitigation provided below would ensure this requirement is made a condition of future development approval. With implementation of mitigation measures **HAZ-01** and **HYD-01**, the future development on the project site would not be expected to result in a significant impact on the environment.

b) **Less Than Significant Impact With Mitigation Incorporated**. The proposed project has no potential to release hazardous materials; however, future commercial development associated with the proposed project may include a gas station or other uses that utilize hazardous materials. Land uses that require the use and/or storage of hazardous materials (e.g., a gas station) are heavily regulated by federal, state, and local agencies. For example handling of gasoline is regulated by the California Air Resources Board and the California Highway Patrol. These agencies govern emissions from storage, transportation and sale of the product as well as the licensing and safety of the transport trucks. The Riverside County Health Department will regulate the storage and sale of hazardous materials and will require training, installation specifications, safety equipment and regular compliance with their own regulations regarding the sale of hazardous materials. Following the implementation of mitigation measure **HAZ-01**, the potential for release of hazardous materials into the environmental associated with future development would be considered less than significant.

c) **Less Than Significant Impact With Mitigation Incorporated**. Elsinore High School is located approximately one-quarter mile west of the project site. The proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials; however, future commercial development on the project site may. Implementation of mitigation measure **HAZ-01** will require future evaluation during subsequent reviews of any future project. Further, the types of uses anticipated by the zoning for the site include gas station, fast-food restaurant, retail commercial, and other uses similar to those in the vicinity and similarly close to the existing high school. Following the implementation of mitigation measure **HAZ-01**, this impact will be considered less than significant.

d) **No Impact**. The proposed project is not located on any hazardous materials site as designated by Government Code Section 65962.5. A review of the information on the Department of Toxic Substances Control website (www.envirostor.dtsc.ca.gov) did not identify any other hazardous materials sites on or adjacent to the project site. Consequently, there is no impact.

e) **No Impact**. The project site is not located within any airport land use plan. The closest public airport is French Valley Airport, which is located approximately 9 miles southeast of the project site. Given the distance and that the project is not in the airport land use plan for the French Valley Airport, there is no impact.

f) **No Impact**. The project site is located in proximity to Skylark Field, which is a private airstrip located at the south end of Lake Elsinore, approximately 1.5 miles northwest of the project site. Skylark Field is used primarily by skydiving aircraft, which commonly drop parachutists into the nearby back-bay area south of the lake. The airstrip is also used for gliding and other recreational uses. As shown in Figure 5 of the Riverside County General Plan, Skylark Airfield Area of Influence, the proposed project site is outside of the area of influence. No impact is anticipated.

g) **No Impact**. Access to the project site is from I-15 via Bundy Canyon Road. Development of the proposed project will not require the closure or relocation of any roadways, and operation of the proposed project is not expected to interfere with access to either Orange Street or Bundy Canyon Road. In addition, no current program within the City of Wildomar identifies either Bundy Canyon Road or Orange Street as an emergency access route. The proposed project will have no impact on any plans for emergency evacuation.

h) **No Impact**. According to the Riverside County Land Information System (2012), the project site is not located in the High Wildfire Zone area, which is found in more rural areas of Riverside County. The purpose of the wildland fire hazard area designation is to address safety concerns in potentially dangerous wildland fire areas. Since the project site is located outside the High Wildfire Zone area, the future development on the project site would not expose people or structures to a significant risk of loss, injury, or death involving wildland fire.

MITIGATION MEASURES

HAZ-01 As required by existing City of Wildomar Ordinance 8.56, subsequent development on the site will need to demonstrate compliance with the Riverside County Department of Environmental Health, Local Enforcement Agency (LEA) for all activities related to potential hazardous materials prior to occupancy or delivery of hazardous materials to the site.

Timing/Implementation: *As a condition of future development approval, and implemented prior to occupancy and delivery of hazardous materials to the site*

Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments*

9. Hydrology and Water Quality

Issues: Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?		✓		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			✓	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?		✓		
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?		✓		
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		✓		
f) Otherwise substantially degrade water quality?		✓		
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h) Place within 100-year flood hazard area structures which would impede or redirect flood flows?				✓
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓
j) Inundation by seiche, tsunami, or mudflow?				✓

DISCUSSION

a) **Less Than Significant Impact With Mitigation Incorporated.** The project site falls under the jurisdiction of the San Diego Regional Water Quality Control Board (RWQCB) and is located in the Lake Elsinore watershed. The proposed project would not generate any waste discharge that would violate water quality standards. In addition, future commercial development on the project site would be connected to the existing sewer system. Construction activities associated with future development of commercial uses likely will involve site grading, excavation, and disturbance of the existing vegetation cover and soil. Although the project site is generally flat, intense rainfall and associated stormwater runoff could result in short periods of sheet erosion in areas of exposed or stockpiled soils. If uncontrolled, these soil materials would flow off of the site and into City drainage facilities and eventually into Lake Elsinore (see **Appendix F**).

Further, the compaction of soils by heavy equipment may reduce the infiltration capacity of soils and increase the potential for runoff and sedimentation. Therefore, future construction activities could result in substantial stormwater discharges of pollutants into local drainage channels from the project construction sites. Construction-related chemicals (fuels, paints, adhesives, etc.) could be washed into surface waters by stormwater runoff. The deposition of pollutants (gas, oil, etc.) onto the ground surface by construction vehicles could similarly result in the transport of pollutants to surface waters by stormwater runoff or in seepage of such pollutants into groundwater.

Mitigation measure **HYD-01** will require the proposed project to prepare a stormwater pollution prevention plan (SWPPP), which will be administered during and post construction. The SWPPP will incorporate best management practices (BMPs) to ensure that potential water quality impacts are minimized. BMPs will include vegetative cover, silt fencing, regular watering of the soil, sedimentation areas, covering of the soil, etc. Each set of BMPs will be written specifically for the proposed project. The SWPPP will be submitted to the Regional Water Quality Control Board and to the City for review, and a copy of the SWPPP will be kept accessible on the project site at all times.

Future development on the project site would alter the types, quantities, and timing of discharges in stormwater runoff relative to existing conditions. Because of parking lots and the potential for cars to leak oil, it is likely that some of the runoff will include urban contaminants. The amount of contaminants discharged in stormwater drainage from future development will vary based on a variety of factors, including the intensity of urban uses such as vehicle traffic, types of activities occurring on site (e.g., office, commercial, industrial), types of chemicals used on site (e.g., pesticides, herbicides, cleaning agents, petroleum byproducts), the pollutants on street surfaces, and the amount of rainfall.

Future development associated with the proposed project will be subject to the requirements of the National Pollutant Discharge Elimination System (NPDES) Stormwater Permit No. R8-2010-0033, which requires that the City impose water quality and watershed protection measures for all development projects and prohibits discharges from causing violations of applicable water quality standards or from resulting in conditions that create a nuisance or water quality impairment in receiving waters. A key component of the NPDES permit is the implementation of the Area-Wide Urban Runoff Management Program for the City, which includes the requirement of stormwater quality treatment and/or BMPs in project design for both construction and operation for new development. The BMPs will include design components such as channeling site runoff into landscape areas, and the on site basin, incorporation of a drainage pipe to continue the natural drainage flow, berms to channel water to landscaped areas, or installation of riprap.

The proposed project will also be required to implement mitigation measure **HYD-02**, which will require the submittal of a water quality management plan (WQMP). The WQMP required by mitigation measure **HYD-02** will identify specific BMPs and other measures necessary to protect water quality. The preliminary WQMP included as **Appendix G** is designed to address construction of Parcels 1 through 3. Following the implementation of mitigation measures **HYD-01** and **HYD-02**, the proposed project and associated future development on the project site is not expected to violate any water quality standards or waste discharge requirements, or have a significant impact on the environment.

b) **Less Than Significant Impact**. The proposed project is located within the area subject to the Elsinore Basin Groundwater Management Plan (GWMP). Adopted on March 24, 2005, under the authority of the Groundwater Management Planning Act (California Water Code Part 2.75, Section 10753), as amended, the Elsinore Basin GWMP addresses the hydrogeologic understanding of the Elsinore Basin, the evaluation of baseline conditions, the identification of management issues and strategies, and the definition and evaluation of alternatives.

The proposed project site is currently approximately 0 percent impervious, and the overall and proposed development will significantly increase the imperviousness of the site to approximately 90 percent. Despite the significant decrease in permeability of the proposed project site, the proposed project would not result in significant impacts to the recharge of local groundwater supplies because surface water from the proposed project site will not be removed from the Elsinore Basin.

Stormwater will eventually be conveyed from the site through a permitted MS4 storm drain system that discharges into a permeable field located a few hundred feet downstream of the proposed project site. The onsite stormwater basin is designed to allow stormwater to infiltrate into the ground. Future improvements to the MS4 system will convey runoff directly to Lake Elsinore.

The proposed project would not substantially interfere with groundwater recharge or deplete groundwater supplies. However, future commercial development on the project site may lead to an increased demand for potable water supply, which is provided by the Elsinore Valley Municipal Water District (EVMWD) from both groundwater and imported water supplies. The EVMWD imports water to ensure that significant overdraft of local groundwater supplies does not occur. Based on the EVMWD's Urban Water Master Plan, no adverse impacts to groundwater resources are forecast to occur from implementing the proposed project, which is anticipated as part of buildout of the General Plan. This impact will be less than significant.

c) **Less Than Significant Impact With Mitigation Incorporated**. The project site contains an existing drainage feature that was sized to accept the developed runoff from the site. The Hydrology and Hydrologic Report for Parcel Map 24032 prepared by The Keith Companies/Butterfield on October 22, 1990, for the "Sedco M.D.P. Line 'F' Stage 2" shows that the existing 60-inch-diameter storm drain running southerly of the northerly property line for Parcels 3 and 4 of TPM No. 30522 was sized to accept the developed (commercial) runoff for Q100. The study shows that the existing storm drain was sized to accept the runoff from the freeway onramp, Bundy Canyon Road, and Orange Street, and all of the runoff from TPM No. 30522 (the project site).

Future development on the project site will be required to implement mitigation measure **HYD-01** requiring the preparation of a stormwater pollution prevention plan (SWPPP), which will incorporate BMPs to ensure that potential water quality impacts are minimized. Mitigation measure **HYD-01** is required to include measures to ensure proper collection of sedimentation

produced on the site. These measures may include but are not necessarily limited to: (1) restricting grading to the dry season; (2) protecting all finished graded slopes from erosion using such techniques as erosion control matting and hydroseeding; (3) protecting downstream storm drainage inlets from sedimentation; (4) using silt fencing and hay bales to retain sediment on the project site; (5) using temporary water conveyance and water diversion structures to eliminate runoff into any receiving water body; and (6) any other suitable measures. Following the implementation of mitigation measure **HYD-01**, the proposed project or associated future development would not result in substantial erosion or siltation on or off site, and this impact is considered less than significant.

d) **Less Than Significant Impact With Mitigation Incorporated**. The future development plans for the project site will result in an approximately 90 percent of the site becoming impervious. To accommodate the increase in stormwater runoff, a sand filter basin capable of conveying the increased runoff from the proposed project will be constructed on Parcel 7 as part of the first phase of development.

Stormwater currently flows in a westerly direction toward Orange Street in three drainage areas. The northerly drainage area sheet flows toward Orange Street. The middle drainage area of the overall project site sheet flows toward an existing culvert near the existing right-of-way. The culvert also conveys the runoff across Orange Street. The southerly drainage area sheet flows toward an existing culvert near the overall proposed project's existing right-of-way and southerly of the previously mentioned culvert. The culvert also conveys the runoff from across Orange Street. All culverts discharge on the westerly side of Orange Street and continue sheet flowing in a westerly direction. The existing culvert on the project site is accepting tributary stormwater runoff from a small area between the freeway onramp and the overall proposed project's right-of-way and also along the southerly property line from a wedge of the undeveloped property to the south.

Improvements to Parcels 1 and 2, as well as the future construction and operation of the remaining parcels within the project site, will include concrete curb and gutters which will convey all stormwater runoff to a sand filter basin that will be constructed by the proposed project as the implementation of mitigation measure **HYD-03**. The storm drainage system will be connected to the existing 60-inch storm drain line that exists between the eastern edge of the property and Orange Street along the southern edge of Parcels 1 and 2. However, this permitted MS4 storm drain system was only built for a few hundred feet downstream of the site and is incomplete. Since the storm drain system is not built all the way to the receiving waters, the proposed project must implement mitigation measure **HYD-03** to mitigate for the increased runoff as a result of the proposed and future development of the project site. In addition to the implementation of mitigation measure **HYD-03**, the City of Wildomar will require payment of drainage fees to allow for a future extension of the storm drain system to the receiving waters. This impact will be less than significant following the implementation of mitigation measure **HYD-03**.

The calculated stormwater storage need of 19,519 cubic feet (CF) of dead storage will be exceeded by the sand filter basin installed with implementation of mitigation measure **HYD-03** by 1,593 cubic feet, as the proposed sand filter basin will provide 21,112 CF of dead storage. In addition, the proposed sand filter basin will be capable of the 0.83-inch per hour infiltration rate required by the Riverside County Stormwater Quality Best Management Practice Design Handbook.

The overall project site falls under the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB). Since the development of Parcels 1 and 2 and the future development

of the project site would disturb more than 1 acre of land, coverage under the RWQCB Statewide General Construction Permit, which requires the preparation, approval, and implementation of a stormwater pollution prevention plan (SWPPP), must be obtained (as required by mitigation measure **HYD-01**)**.** The SWPPP would include best management practices to be implemented during and after project construction to minimize erosion and sedimentation of downstream watercourses. In addition, the City would require preparation of a Water Quality Control Plan that would also describe the measures to be taken to protect water quality during both construction and operation of the development on Parcels 1 and 2 and any future development of the project site.

Stormwater conveyed from the improved site into the on-site storm drainage basin located on Parcel 7 is designed to eventually discharge into a MS4 storm drain system that was sized to accept the runoff from the fully developed project site. The MS4 storm drain system is subject to the Riverside County Storm Water Permit also issued by the RWQCB (Order No. R9-2010-0016, NPDES No. CAS0108766) for discharges from the municipal separate storm sewer systems (MS4s) draining the county. This impact will be less than significant with implementation of mitigation measure **HYD-03**.

e) **Less Than Significant Impact With Mitigation Incorporated**. While the proposed project will result in both immediate and future increases in runoff water, these increases will be adequately conveyed via the improvements proposed by mitigation measure **HYD-03**. In addition to the implementation of mitigation measure **HYD-03**, the proposed project will be required to prepare a stormwater pollution prevention plan (**HYD-01**) and a water quality management plan (**HYD-02**) that will include BMPs designed to reduce and manage increases in runoff water at the site. The BMPs may include design components such as channeling site runoff into landscape areas, the incorporation of landscape buffer areas between sidewalks and streets, the construction of on-site ponding areas to increase opportunities for infiltration, the containment and infiltration of roof runoff to vegetative swales or buffer areas, and construction of vegetative swales. The proposed best management practices included in the WQMP and SWPPP will ensure that post-development discharge of stormwater flow is equal to predevelopment conditions. As a result, this impact will be less than significant with implementation of mitigation measure **HYD-01, HYD-2** and **HYD-03**.

f) **Less Than Significant Impact With Mitigation Incorporated**. The proposed project and/or future development associated with the proposed project would not otherwise substantially degrade water quality. Future development on the project site would be subject to the requirements of NPDES Stormwater Permit No. R8-2010-0033, which requires that the City impose water quality and watershed protection measures for all development projects and prohibits discharges from causing violations of applicable water quality standards or from resulting in conditions that create a nuisance or water quality impairment in receiving waters. A key component of the NPDES permit is the implementation of the Area-Wide Urban Runoff Management Program for the City, which includes the requirement of stormwater quality treatment and/or BMPs in project design for both construction and operation for new development.

Implementation of mitigation measures **HYD-01** and **HYD-02** would condition future development to prepare and comply with the requirements of the SWPPP and final water quality management plan, which would ensure that significant water quality impacts and violations of standards and requirements do not occur. With these mitigation measures and standard requirements, any water quality impacts are expected to be less than significant, and no additional mitigation measures are required.

g) **No Impact**. The proposed project and future commercial development associated with the proposed project would not result in the development of housing on the project site. In addition, the project site is not located within a 100-year flood hazard area (according to FEMA Flood Map Numbers 06065C2682G and 06065C2044G). Therefore, the proposed project and future commercial development would not place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. As a result, no impacts are anticipated, and no mitigation is required.

h) **No Impact**. The project does not propose to impede or redirect any flood flows. The project site is located within Zone "X" according to FEMA Flood Map Numbers 06065C2682G and 06065C2044G. The Federal Emergency Management Agency (FEMA) describes Zone X as an area determined to be outside the 0.2 percent annual chance floodplain. The project site is located outside of the 100-year flood hazard area. As a result, no impacts are anticipated, and no mitigation measures are required.

i) **No Impact**. According to Figure 10 of the Wildomar General Plan, the project site is located outside of the inundation area of Lake Elsinore. As a result, no impacts are anticipated, and no mitigation measures are required.

j) **No Impact**. The project site is not located in an area that is subject to seiches, mudflows, or tsunamis. As a result, no impacts are anticipated, and no mitigation measures are required.

MITIGATION MEASURES

HYD-01 Prior to the approval of the grading permit for future development on the project site, the project applicant(s) shall be required to prepare a stormwater pollution prevention plan (SWPPP) consistent with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2010-0014-DWQ), which is to be administered through all phases of grading and project construction. The SWPPP shall incorporate best management practices (BMPs) to ensure that potential offsite water quality impacts during construction phases are minimized. The SWPPP shall be submitted to the Regional Water Quality Control Board and to the City of Wildomar for review. A copy of the SWPPP must be kept accessible on the project site at all times. In addition, the project applicant(s) will be required to submit, and obtain City approval of, a water quality management plan prior to the issuance of any building or grading permit for future development on the project site in order to comply with the Area-Wide Urban Runoff Management Program. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs as identified in the water quality management plan. Site design BMPs shall include, but are not limited to, landscape buffer areas, on-site ponding areas, roof and paved area runoff directed to vegetated areas, and vegetated swales. Source control BMPs shall include, but are not limited to, education, landscape maintenance, litter control, parking lot sweeping, irrigation design to prevent overspray, and covered trash storage. Treatment control BMPs shall include vegetated swales and a detention basin, or an infiltration device.

Timing/Implementation: *Prior to the issuance of a grading permit*

Enforcement/Monitoring: *City of Wildomar Engineering Department*

HYD-02 The project applicant(s) will be required to submit, and obtain City Engineering approval of, a water quality management plan (WQMP) prior to the issuance of any building or grading permit for future development on the project site in order to comply with the Area-Wide

Urban Runoff Management Program. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs as identified in the water quality management plan. Site design BMPs shall include, but are not limited to, landscape buffer areas, on-site ponding areas, roof and paved area runoff directed to vegetated areas, and vegetated swales. Source control BMPs shall include, but are not limited to, education, landscape maintenance, litter control, parking lot sweeping, irrigation design to prevent overspray, and covered trash storage. Treatment control BMPs shall include vegetated swales and a detention basin, or an infiltration device. The intent of the BMBs shall be to ensure that development on the project side does not contribute to the degradation of water quality.

Timing/Implementation: *Prior to the issuance of a grading permit*

Enforcement/Monitoring: *City of Wildomar Engineering Department*

HYD-03 To manage stormwater runoff flows prior to and after the full implementation of the site's underground infiltration pipe system, a sand filter basin will be constructed within Parcel 7 of the proposed project. The sand filter basin will provide the required storage, per the design guidelines in the Riverside County Low Impact Development BMP Design Handbook. The treated stormwater from the sand filter basin will be collected by an underdrain system. The sand filter basin will have two concrete drop inlets that will be constructed to collect the overflows. The concrete drop inlets will be set at different invert elevations and opening sizes to control and limit the outflow of the developed site to undeveloped levels. Additionally, the concrete drop inlets will have 3-inch-diameter orifices to control the outflow. The orifices will be installed above the dead storage depth of 1.5 feet, which was determined by the preliminary WQMP prepared for the proposed project.

The completed sand filter basin will provide 21,112 cubic feet (CF) of dead storage and the required Vbmp is 19,519 CF of dead storage. A 0.83-inch per hour filtration rate has been assumed per the specifications within the Riverside County Low Impact Development BMP Design Handbook.

Timing/Implementation: *Prior to the issuance of a building permit*

Enforcement/Monitoring: *City of Wildomar Engineering Department*

10. Land Use and Planning

Issues: Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?				✓
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			✓	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?		✓		

DISCUSSION

a) **No Impact**. The project site is located to the southwest of the intersection of Orange Street and Bundy Canyon Road. The surrounding area consists of residential and commercial uses (e.g. Jack in the Box fast food restaurant, ARCO AM/PM gas station and Minimart) and vacant land designated for commercial uses. Currently, the project site is vacant and is zoned for Scenic Highway Commercial (C-P-S) use. Land to the north and south of the proposed project is also zoned for Scenic Highway Commercial (C-P-S) use, while land to west of the proposed project site is zoned for General Commercial (C-1/C-P) and Rural Residential (R-R) use. Interstate 15 forms the eastern border of the proposed project site.

The Wildomar General Plan land use designation for the project site is Commercial Retail (CR). All of the land surrounding the project site, with the exception of Interstate 15 and the area that borders the southwest corner of the project site is also designated for Commercial Retail (CR) use. Land at the southwest corner of the project site, is designated for Medium Density Residential (MDR) use. Future commercial development will be consistent with the General Plan land use designation. In addition, the project is not proposing to eliminate any of the existing streets in the area or to create any new arterial roadways or structures that would divide the community. As a result, no impact is anticipated.

b) **Less Than Significant Impact**. The proposed project is consistent with the CR land use designation. Future development on the project site would be subject to development standards for the C-P-S zoning district. If future development does include a gas station with convenience store as assumed and discussed herein and in the technical studies, this would require a conditional use permit. The City's plot plan application process will ensure compliance with City zoning and design standards regulating building design, mass, bulk, height, etc. The City cannot approve development that is inconsistent with the General Plan or violates the Municipal Code. As the proposed project is consistent with the General Plan and zoning for the site, and the Planning Department will ensure that all future projects are also consistent, this impact is less than significant.

c) **Less Than Significant Impact With Mitigation Incorporated**. The City of Wildomar participates in the Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and the Stephens' Kangaroo Rate Habitat Conservation Plan (SKRHCP). The plans establish areas of sensitivity considered criteria areas or cells. Projects outside of these areas can proceed consistent with the provisions of CEQA and are subject to payment of an MSHCP and SKRHCP mitigation fee. The HCPs establishes procedures for the determination of sensitivity. The proposed project is subject to the fees required for both the MSHCP and the SKRHCP but is outside of any criteria area or cell. The proposed project will not conflict with any habitat conservation plan or natural community conservation plan. Following the implementation of mitigation measures **BIO-02** and **BIO-03**, this impact will be less than significant.

MITIGATION MEASURES (MITIGATION MEASURES ARE FROM THE BIOLOGICAL RESOURCES SECTION)

BIO-02 The project site is within the Stephen's Kangaroo Rat Habitat Conservation Plan (SKRHCP) fee area and will be subject to the SKRHCP fee, per Riverside County Ordinance 336 (as amended through 663.10). This fee is currently $500 per gross acre of the parcels proposed for development and must be paid upon issuance of a Grading Permit. The payment of this fee will mitigate for any impacts to Stephen's kangaroo rat habitat. (*Note that the fee amount is current as of this document; however, the fee may change over time and the current fee must be paid at the time of issuance.)*

Timing/Implementation: *The fee must be paid prior to the issuance of a grading permit*

Enforcement/Monitoring: *City of Wildomar Building and Planning Departments*

BIO-03 The proposed project is within the Western Riverside MSHCP area and will be subject to the MSHCP development mitigation fee, per Riverside County Ordinance 810.2. This fee is currently $9,492 per gross acre of the parcels proposed for development and must be paid upon issuance of a grading permit. The payment of this fee will mitigate for any impacts to the MSHCP planning area. (*Note that the fee amount is current as of this document; however, the fee may change over time and the current fee must be paid at the time of issuance.)*

Timing/Implementation: *The fee must be paid prior to the issuance of a grading permit*

Enforcement/Monitoring: *City of Wildomar Building and Planning Departments*

11. Mineral Resources

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

DISCUSSION

a) **Less Than Significant Impact.** The proposed project is located within an area designated at MRZ-3 by the Riverside County General Plan (2003). The MRZ-3 zone includes areas where the available geologic information indicates that while mineral deposits are likely to exist, the significance of the deposit is undetermined. A March 26, 2012, review of project soil types, based on information from the Natural Resources Conservation Service of the US Department Agriculture, did not reveal any significant potential for there to be mineral resources at the site. This impact will be less than significant.

b) **No Impact.** There are no known locally important mineral resource recovery sites identified on the project site in the Wildomar General Plan or in a specific plan or other land use plan of value to the region or to the residents of the state. As a result, no impacts are anticipated, and no mitigation measures are required.

MITIGATION MEASURES

None.

12. Noise

Issues: Would the project result in:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) The exposure of persons to, or the generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
b) The exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		✓		
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?			✓	

DISCUSSION

a) **Less Than Significant Impact With Mitigation Incorporated.** The City of Wildomar sets allowable noise levels according to General Plan land use designations. The proposed project is currently designated as Commercial Retail (CR), which allows for a maximum exterior noise level of 65 dBA from 7 a.m. to 10 p.m. and 55 dBA from 10 p.m. to 7 a.m. In addition, all land surrounding the proposed project site is also designated for Commercial Retail (CR), excepting an area to the southwest of the proposed project which is designated for Medium Density Residential (MDR) use. The maximum exterior noise level for land designated for MDR use is 55 dBA from 7 a.m. to 10 p.m. and 45 dBA from 10 p.m. to 7 a.m. (Section 9.48.040 of Wildomar Municipal Code).

Construction noise is exempt from noise limits provided construction activities do not occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May (Section 9.48.020(I) of the Wildomar Municipal Code).

Existing Conditions

The site is currently vacant and has a minimal contribution to local noise levels. Surrounding land uses include Bundy Canyon Road, a gas station, a fast-food restaurant, and I-15 to the north; the

I-15 onramp to the east; a vacant lot designated for commercial uses to the south; and Orange Street, residential development, and vacant land designated for commercial use to the west. The nearest sensitive receptor would be a residential use located approximately 150 feet southwest of the project site (see **Appendix H**).

The existing measured noise levels (L_{eq}) at the project site range between 55 and 58 dBA L_{eq}. (see **Appendix H**) The primary source of existing ambient noise levels is vehicles traveling along Orange Street and Bundy Canyon Road. The proposed project would not result in an increase in ambient noise levels; however, construction activities and operation of future commercial development on the project site would increase noise levels in the area.

Construction Noise

During construction of future development on the project site, there would be a short-term increase in noise levels. Noise levels associated with typical construction equipment are summarized in **Table 12-1.** Based on these typical noise levels, construction activities associated with future development may result in noise levels that range from 71 to 99 dBA at 50 feet. However, noise levels would attenuate as noise source distance increases away from sensitive receptors. A common attenuation rate for noise levels is a 3 dBA reduction in noise level for every doubling of distance.

Table 12-1
Typical Construction Equipment Noise Levels

Type of Equipment	Range of Maximum Sound Levels Measured (dBA at 50 feet)
Rock Drills	83–99
Jackhammers	75–85
Pumps	74–84
Dozers	77–90
Scrapers	83–91
Haul Trucks	83–94
Cranes	79–86
Portable Generators	71–87
Rollers	75–82
Tractors	77–82
Front-End Loaders	77–90
Hydraulic Backhoes	81–90
Hydraulic Excavators	81–90
Graders	79–89
Air Compressors	76–89
Trucks	81–87

Source: FTA 2006

Operational Noise

Future commercial development on the project site would result in new stationary and mobile sources of noise. Stationary sources associated with commercial development commonly include the use of air conditioning/heating systems (HVAC) and loud speaker systems if there is a fast-food restaurant drive-through. Increased vehicle traffic generated by future development may result in increased noise levels on the roadway network, which may expose nearby sensitive receptors to noise levels that exceed applicable standards during certain periods of the day. In addition, other sources of noise could be created by activities in parking lots, including vehicle doors closing, car alarms, talking, or even yelling. These events would not significantly change the equivalent noise level for that period (L_{eq}), but could briefly increase noise levels.

According to the General Plan, exposure to an average exterior noise levels of up to 70 dBA for a 24-hour period (CNEL) at commercial land uses and up to 65 dBA for a 10-minute period (L_{eq}) at residential uses are considered to be "normally acceptable" and would be considered a compatible land use. However, according to the City Noise Ordinance, noise levels generated by future development on the project site must not result in the average exterior noise levels at nearby sensitive receptors (i.e., habitable dwelling, hospital, school, library, or nursing home) exceeding 45 dBA L_{eq} between the hours of 10:00 p.m. and 7:00 a.m. or 55 dBA L_{eq} between the hours of 7:00 a.m. and 10:00 p.m. In addition, a doubling of the energy of a noise source (e.g., traffic) would increase the noise levels by 3 dBA. A change in noise levels of 3 dBA is considered to be barely perceptible by a trained ear. A change in noise level of 5 dBA is considered to be substantial. Depending on the stationary noise sources and trips generated by future development, noise generated on the project site may exceed the maximum exterior noise levels at the nearest sensitive receptor, which is located approximately 150 feet southwest of the project, and/or result in a substantial increase (5 dBA or more) in the average ambient noise level.

With implementation of mitigation measure **NOI-01**, temporary construction noise levels are not expected to exceed the established noise levels in excess of standards established in the General Plan or Noise Ordinance. Implementation of mitigation measure **NOI-02** will ensure operational noise levels do not exceed established standards. The mitigation measures address the proposed project, and both existing ordinances and the plot plan review process will ensure that future development also meets the City's noise standards (**NOI-03**). As mitigated and regulated by the City of Wildomar, this impact is considered less than significant.

b) **Less Than Significant Impact With Mitigation Incorporated**. Construction of future development on the project site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. **Table 12-2** displays vibration levels for typical construction equipment.

Table 12-2
Typical Construction-Equipment Vibration Levels

Equipment	PPV at 25 feet (in/sec)[1]	Approximate Lv at 25 feet[2]
Large Bulldozer	0.089	87
Caisson Drilling	0.089	87
Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Source: FTA 2006
[1]Where PPV is the peak particle velocity
[2] Where 1_, is the velocity level in decibels (VdB) referenced to 1 i.t inch/second and based on the root mean square (RMS) velocity amplitude.

Future development on the project site may require the use of bulldozers and trucks. According to the Federal Transit Administration (FTA), vibration levels associated with the use of a large bulldozer are 0.089 inches per second (in/sec) peak particle velocity (PPV) and 87 vibration decibels [VdB referenced to 1 micro inch per second (gin/sec) and based on the RMS velocity amplitude] at 25 feet, as shown in **Table 12-2**. Using the FTA-recommended procedure for applying a propagation adjustment to these reference levels, predicted worst-case vibration levels of approximately 0.03 in/sec PPV and 81 dBA at approximately 50 feet from the project site's boundary could occur from use of a large bulldozer. These vibration levels would not exceed the California Department of Transportation's recommended standard of 0.2 in/sec PPV (Caltrans 2002) with respect to the prevention of structural damage for normal buildings. Vibration levels at greater distances would be substantially diminished. As the zoning provides for retail and service commercial development, no vibration impacts are anticipated from operations.

The nearest residence is located approximately 150 feet southwest of the project site. Construction activities are exempt from the requirements of the noise ordinance due to the temporary nature of such noise. However, Section 9.48.020 stipulates that in order for this exemption to be maintained, construction activities must not occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. Implementation of mitigation measure **NOI-01** would ensure that construction activities associated with future development on the project site are limited to these hours. Upon completion of development, no excessive ground vibrations or noises are expected to occur. Following the implementation of mitigation measure **NOI-01**, any impacts would be less than significant.

c) **Less Than Significant Impact With Mitigation Incorporated**. The proposed project would not result in increases in ambient noise levels above existing levels without the project; however, future development on the project site may. The site is currently vacant and has a minimal contribution to local ambient noise levels. The construction of sidewalk and roadway improvements will generate temporary construction noise as discussed above. Vehicle noise on I-15 and Bundy Canyon Road will remain the dominant existing noise source.

Future commercial development on the project site will result in the use of air conditioning/heating systems (HVAC), delivery trucks, and general parking lot activities. Additional trips generated by future commercial uses may increase noise levels at sensitive receptors located along the roadways. The City will evaluate the noise potential based on the intended

occupancy at the time of plot plan submittal and may require that the applicant provide a noise analysis demonstrating compliance with Chapter 9.48 of the Wildomar Municipal Code, which regulates noise. With implementation of mitigation measures **NOI-01** and **NOI-02**, as well as the application of the City's plot plan review requirements and Municipal Code, this impact is considered less than significant.

d) **Less Than Significant Impact With Mitigation Incorporated**. The proposed project would not result in a temporary increase in ambient noise levels above existing levels; however, construction of future commercial development on the project site would temporarily increase ambient noise levels. This is expected to occur as the site is graded and as the buildings and other site improvements are constructed. These noise impacts have the potential to be significant considering the distance to adjacent residences. However, implementation of mitigation measure **NOI-01** would require that all construction activities (except in emergencies) be limited to the hours of 6:00 a.m. to 6:00 p.m. (June through September) and 7:00 a.m. to 6:00 p.m. (October through May). All future construction activities shall be required to comply with the noise ordinance performance standards, and all construction equipment shall use properly operating mufflers. In addition, people working near the heavy equipment would be exposed to high noise levels for short periods of time; however, the City and private contractors are required to comply with Occupational Safety and Health Administration (OSHA) requirements for employee protection during construction. With the implementation of mitigation measures (**NOI-01**), no significant noise impacts are expected to occur.

e) **No Impact**. The project site is not located within the influence area for any airport. The closest public general aviation airfield is French Valley Airport, approximately 9 miles southeast of the project site. The project site is outside of the airport noise and safety influence or flight surface control areas. As a result, no impacts are anticipated, and no mitigation measures are required.

f) **Less Than Significant Impact**. Skylark Field is located approximately 1.5 miles northwest of the project site in the City of Lake Elsinore. As shown on Figure 5 of the Elsinore Area Plan, the proposed project is outside the Airport Influence Policy area for Skylark Field. The proposed project is not within an Airport Master Plan area and does not require review by the Airport Land Use Commission. As the proposed project is distant from the airfield, not part of the influence policy area for the airport, aircraft will be higher in over flight of the property, and would not be subject the project site to excessive noise. This impact is considered less than significant.

MITIGATION MEASURES

NOI-01 Future development on the project site shall implement the following construction noise mitigation measures to reduce potential construction noise impacts to a less than significant level:

- All construction and general maintenance activities (except in an emergency) shall be limited to the hours of 6:00 a.m. to 6:00 p.m. (June through September) and 7:00 a.m. to 6:00 p.m. (October through May).
- Construction equipment staging and storage areas shall be located as far from the residential land uses as possible.
- All construction equipment shall be properly maintained with operating mufflers and air intake silencers as effective as those installed by the original manufacturer.

- Residents living up to 1,000 feet from the property line shall be provided with a construction schedule and contact information to file a complaint. Timely notification shall accompany any major changes to this schedule.

Timing/Implementation: *During construction*

Enforcement/Monitoring: *City of Wildomar Building and Planning Departments*

NOI-02 On-site noise shall not exceed 65 dBA during the hours of 7:00 a.m. to 10:00 p.m. or 55 dBA during the hours of 10:00 p.m. to 7:00 a.m. This can be achieved by implementing the following policies:

- In order to reach the City's daytime noise threshold of 65 dBA L_{eq} (10 minutes), the developer/builder shall use screens, shields, or enclosures for all project HVAC units that provide at least 10 dBA of attenuation.
- The use of HVAC systems shall be limited to the hours of 7:00 a.m. to 10:00 p.m. to protect residents from nighttime noise. The contact information for the City of Wildomar Code Compliance Officer shall be given to nearby residents to ensure compliance.
- HVAC units shall be placed as far away as possible from neighbors' windows and outdoor areas.
- Ensure that air conditioners are well fastened to the façade/roof, as poor attachment can result in an increase in the noise level. Where vibration of the unit results in an increased noise level, isolation springs or feet can be used to reduce vibration.
- Ensure that all equipment is regularly serviced to ensure all fixtures and fittings are safe, secure, and do not rattle or vibrate excessively.
- Truck deliveries to future commercial uses shall be limited to between the hours of 7:00 a.m. and 10:00 p.m. on weekdays and 9:00 a.m. and 4:00 p.m. on Saturdays. No deliveries shall occur on Sundays or as otherwise specified by the City.
- The owners or operators of commercial uses shall post a sign at each loading area that states the idling time for delivery truck engines shall be limited to no more than 3 minutes.

Timing/Implementation: *Prior to the issuance of occupancy permits and during project operations*

Enforcement/Monitoring: *City of Wildomar Building and Planning Departments*

NOI-03 The proposed project shall comply with the development Noise Regulations as expressed in Chapter 9.48 of the City of Wildomar Zoning Code that regulates both construction activities and operational activities on the project site.

Timing/Implementation: *During all phases of construction and project operations*

Enforcement/Monitoring: *City of Wildomar Building and Planning Departments*

13. Population and Housing

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

DISCUSSION

a) **No Impact.** The proposed project would not result in any increase in population growth. Future commercial development on the site would be consistent with the current land use designation and is included in the anticipated buildout of the General Plan. The California Employment Development Department (2012) estimates that the unemployment rate in Riverside County is 12.0 percent. The California Department of Finance (2012) estimates that the vacancy rate of homes in Wildomar is 7.53 percent, which means that of the 10,857 homes in the city, approximately 800 of them are vacant. While the number of employees is unknown at this time, it is reasonable to assume that the new jobs created by this small commercial development could be accommodated by existing residents in Wildomar. If new employees did move to the area, the existing number of vacant homes would accommodate their housing needs. As the project would not result in the construction of new homes, and the future commercial development is consistent with the General Plan, no significant impacts are anticipated.

b–c) **No Impact.** Since the project site is vacant, no housing units or people would be affected, and the construction of replacement housing is not required. No significant impacts are anticipated.

MITIGATION MEASURES

None.

14. Public Services

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

DISCUSSION

a) **Less Than Significant Impact With Mitigation Incorporated.** The Riverside County Fire Department provides fire protection and safety services to the City of Wildomar. The nearest fire station is Wildomar Fire Station #61, located at 32637 Gruwell Street, approximately 1.5 mile from the project site. In addition to Fire Station #61, several other Riverside County fire stations in the surrounding area would be able to provide fire protection safety services to the project site if needed. The proposed project must comply with the requirements of the Riverside Fire Protection Department and the payment of standard development impact fees pursuant to Chapter 4.60 of the Wildomar Municipal Code. The proposed project and future development associated with the proposed project are not expected to result in activities that create unusual fire protection needs. Following the implementation of mitigation measure **PUB-01**, any impacts would be less than significant.

b) **Less Than Significant Impact With Mitigation Incorporated.** Police protection services are provided by the Riverside County Sheriff's Department. The nearest sheriff's station is located at 333 Limited Street in Lake Elsinore, approximately 4.4 miles from the project site. Traffic enforcement is provided for Riverside County in this area by the California Highway Patrol, with additional support from the local station of the Riverside County Sheriff's Department. Per mitigation measure **PUB-02**, the project will be required to pay the standard development impact fees pursuant to Chapter 4.60 of the Wildomar Municipal Code.

In addition to implementation of mitigation measure **PUB-02**, the proposed project would not result in the need for additional police department facilities given that the proposed project site is within an area that has been targeted for the proposed use by the City of Wildomar General Plan and the proposed project would not result in an increase in population. Following the implementation of mitigation measure **PUB-02**, any impact would be less than significant.

c) **Less Than Significant Impact With Mitigation Incorporated.** The project site is located within the Lake Elsinore Unified School District. The district has established school impact mitigation fees to address the facility impacts created by residential, commercial, and industrial development.

Mitigation measure **PUB-03** will require the payment of these fees. Due to the Commercial Retail (CR) land use designation of the project site, future development associated with the proposed project would not generate any additional students and has no potential to directly impact the local school system because no new population would be generated on the project site. Future development will be required to pay the required fees established by the Lake Elsinore Unified School District to mitigate the potential effects to school services. Following the implementation of mitigation measure **PUB-03**, any impact would be less than significant.

d) **No Impact.** The future development associated with the proposed project would be commercial in nature and would not be expected to directly affect community recreational facilities. In addition, the project would also not adversely affect any existing parks, recreation sites, or programs. As a result, no impacts are anticipated.

e) **Less Than Significant Impact.** Future development associated with the proposed project may result in a slight increase in the demand for other governmental services such as economic development and other community support services commonly provided by the City of Wildomar. The demand for these additional public services would be incremental. This incremental impact will be mitigated through payment of the appropriate development impact fees and through the City budget for non-impact-fee programs and expenses. The City budget is based on a combination of property tax, sales tax, user fees, and state and federal government pass-through funding. Most of these revenue sources are from commercial sales, population, or are development related, which means that the more residents or business activity within the city, the greater the amount of funding which could be available. As a result, the proposed project and future development would not result in any significant impacts to these services, and no additional mitigation measures, beyond the standard requirements, are required.

MITIGATION MEASURES

PUB-01 Prior to issuance of any building permit for future development on the project site, the project applicant(s) shall pay the required development impact fees for fire services pursuant to Chapter 4.60 of the Wildomar Municipal Code and in effect at the time of building permit issuance. The required development impact fees as of January 2013 required by the Riverside County Fire Department are $1,063.00 for the approval of a commercial/industrial tentative parcel map and $321.82 per commercial/office unit approved by the department. *(Note that the fee amount is current as of this document; however, the fee may change over time and the current fee must be paid at the time of issuance.)*

Timing/Implementation: *Prior to the issuance of a building permit*

Enforcement/Monitoring: *City of Wildomar Planning Department*

PUB-02 Prior to issuance of any building permit for future development on the project site, the project applicant(s) shall pay the required development impact fees for police services pursuant to Chapter 4.60 of the Wildomar Municipal Code and in effect at the time of building permit issuance. The required development impact fees as of January 2013 required by the Riverside County Sheriff's Department are $157.07 per commercial/office unit approved by the department. *(Note that the fee amount is current as of this document; however, the fee may change over time and the current fee must be paid at the time of issuance.)*

Timing/Implementation: *Prior to the issuance of a building permit*

Enforcement/Monitoring: *City of Wildomar Planning Department*

PUB-03 Prior to issuance of any building permit for future development on the project site, the project applicant(s) shall pay the required development impact fees for the Lake Elsinore Unified School District pursuant to Chapter 4.60 of the Wildomar Municipal Code and in effect at the time of building permit issuance. The required development impact fees as of January 2013 required by the Lake Elsinore Unified School District are $0.47 per square foot of commercial/office space approved by the district. *(Note that the fee amount is current as of this document; however, the fee may change over time and the current fee must be paid at the time of issuance.)*

Timing/Implementation: *Prior to the issuance of a building permit*

Enforcement/Monitoring: *City of Wildomar Planning Department*

15. Recreation

Issues: Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?				✓
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?				✓

DISCUSSION

a) **No Impact.** The proposed project and future commercial development associated with the proposed project would not be expected to result in increased use of existing neighborhood and regional parks or other recreational facilities. There are also no parks or recreational facilities in close proximity to the project site. As a result, no impacts are anticipated.

b) **No Impact.** The proposed project and future commercial development associated with the proposed project would not be expected to require the construction or expansion of new recreational facilities. There are no parks or recreational facilities included in the project. As a result, no impacts are anticipated.

MITIGATION MEASURES

None.

16. Transportation/Traffic

Issues: Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		✓		
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?		✓		
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓	
e) Result in inadequate emergency access?		✓		
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			✓	

BACKGROUND

A traffic analysis, *Tentative Parcel Map No. 30522 Traffic Impact Analysis* (TIA), was prepared by Kunzman and Associates (2012) for the proposed project and is included as **Appendix I**. In order to determine whether the proposed configuration of the parcels was suitable for future development, the traffic analysis assumed a development pattern consistent with the existing land use. The land use pattern assumed commercial development of Parcels 1 through 3. **Table 16-1** shows the intersections included in the TIA.

Table 16-1
TIA Study Intersections

Intersection	Target Level of Service	Existing Level of Service	
		AM	PM
Orange Street (NS) at Bundy Canyon Road (EW)	C[1]	C	B
Project Access (EW)	C[1]	NA	NA
Project Access (NS) at Bundy Canyon Road (EW)	C[1]	NA	NA
I-15 Freeway SB Ramps (NS) at Bundy Canyon Road (EW)	C/D[2]	C	B
I-15 Freeway NB Ramps (NS) at Bundy Canyon Road (EW)	C/D[2]	C	B

Source: Kunzman 2012 (Appendix I) NS=North-South, EW=East West
[1]City of Wildomar, General Plan, Circulation Element
[2]Caltrans

Setting

The proposed project site is currently undeveloped and does not generate any traffic. The existing roadway street frontage is not fully developed to City standards and lacks parking lanes, curb, gutter and sidewalk, streetlights, and fire hydrants. The proposed project will be constructing these improvements along its frontage with both Orange Street and Bundy Canyon Road as part of the subdivision improvements with the first phase of the project.

Existing roadways in the vicinity include:

- *Orange Street*: This north–south two-lane undivided roadway is classified as a Secondary Highway (100-foot right-of-way) in the City of Wildomar General Plan Circulation Element. It currently carries approximately 5,100 to 6,400 vehicles per day in the study area.
- *Bundy Canyon Road*: This east–west two-lane undivided to four-lane divided roadway is classified as an Urban Arterial (152-foot right-of-way) in the City of Wildomar General Plan Circulation Element. It currently carries approximately 10,200 to 20,900 vehicles per day in the study area.

As shown in **Table 16-1**, all of the study area intersections currently operate at acceptable levels of service during the peak hours for existing traffic conditions. The proposed project will have full turning access to Orange Street, with driveway access to Bundy Canyon Road restricted only to right turns in and out of the project site. By only allowing right turns in and out of the Bundy Canyon Road driveway, this access will work efficiently and cause minimal disruption to Bundy Canyon Road. If this intersection was full access allowing left turns in and out, there would be a potential for substantial delays for the vehicles waiting to enter/exit the site. The existing through traffic on Bundy Canyon Road will be minimally affected by this intersection.

The project site is not served by the Riverside Transit Agency.

Transportation Uniform Mitigation Fee

The Riverside County Board of Supervisors and the city councils of the cities comprising the Western Riverside Council of Governments (WRCOG) enacted the Transportation Uniform Mitigation Fee (TUMF) to fund the mitigation of cumulative regional transportation impacts resulting from future development. The mitigation fees collected by the City of Wildomar through the TUMF program are transmitted to

WRCOG upon request to complete transportation system capital improvements necessary to meet the increased travel demand and to sustain current traffic levels of service. The fee calculations are based on the proportional allocation of the costs of proposed transportation improvements based on the cumulative transportation system impacts of different types of new development. The proposed project will pay mitigation fees to the City pursuant to the TUMF program.

DISCUSSION

a) **Less Than Significant Impact With Mitigation Incorporated**. Intersection and roadway functioning is often described by its level of service (LOS). LOS A constitutes light traffic conditions with no interruptions in service or delays at intersections, while LOS F represents congested and unstable conditions with slow moving traffic accompanied by significant delays at many intersections. The City General Plan establishes the following citywide goals for levels of service: LOS C along all City-maintained roads and conventional state highways. As an exception, LOS D may be allowed in Community Development areas, only at intersections of any combination of Secondary Highways, Major Highways, Arterials, Urban Arterials, Expressways, conventional state highways, or freeway ramp intersections.

Future development associated with the proposed project would result in additional vehicle trips on the citywide road network. The number of trips generated would be dependent upon the types of commercial uses proposed. The TIA (**Appendix I**) makes trip generation assumptions based on the Institute of Transportation Engineers, *Trip Generation*, 8th Edition (2008). Trip generation rates were determined for daily traffic, morning peak-hour inbound and outbound traffic, and evening peak-hour inbound and outbound traffic for the proposed land uses. The traffic volumes were determined by multiplying the traffic generation rates by the land use quantities. The proposed development is projected to generate a total of approximately 1,672 daily vehicle trips on a weekday, 128 of which will occur during the morning peak hour and 125 of which will occur during the evening peak hour.

Development of site improvements, along with construction of retail uses, will eventually lead to more traffic in the area. The TIA (**Appendix I**) evaluated the proposed project along with growth throughout the region and determined that the study area intersections are projected to operate at acceptable levels of service during the peak hours. In addition, the TIA (**Appendix I**) recommended that improvements be made to Bundy Canyon Road and Orange Street to accommodate the anticipated increase in daily vehicle trips that will result from the completed, built-out proposed project. These improvements are included in mitigation measures **TRA-01** and **TRA-02**. With implementation of mitigation measures **TRA-01** and **TRA-02**, any impacts would be less than significant.

b) **Less Than Significant Impact With Mitigation Incorporated**. Bundy Canyon Road is not designated as part of the Riverside County Congestion Management Program (CMP). Only state highways are designated as part of the CMP. (Riverside County, 2011) Every county in California is required to develop a congestion management program that looks at the links between land use, transportation, and air quality. In its role as Riverside County's Congestion Management Agency, the Riverside County Transportation Commission (RCTC) prepares and periodically updates the county's CMP to meet federal Congestion Management System guidelines as well as state CMP legislation. The Southern California Association of Governments (SCAG) is required under federal planning regulations to determine that CMPs within its region are consistent with the Regional Transportation Plan. The RCTC's current CMP was adopted in December 2011. In Riverside County, the Enhanced Traffic Monitoring System within the CMP consists of the

installation of traffic counters at call box and Caltrans traffic monitoring sites. This enables the RCTC to have immediate access to traffic count data to effectively monitor the highway system for deficiencies. The count information can also be used for project evaluations and planning activities. The RCTC does not require traffic impact assessments for development proposals. However, local agencies are required to maintain minimum level of service (LOS) thresholds included in their respective general plans. The City of Wildomar General Plan has adopted LOS C along all City-maintained roads and conventional state highways.

However, it is possible that some of the vehicle trips generated by future commercial development on the project site may connect to the CMP network at Interstate 15 (I-15). Future development associated with the proposed project could add an additional increment of traffic to the designated CMP network. The increment of potential impact associated with this project would be mitigated through the implementation of mitigation measure **TRA-03** that will require payment of existing roadway network fees (e.g., development impact fees and the Transportation Uniform Mitigation Fee). Income from the fees is used by the RCTC to fund improvements necessary to ensure that roadways within the CMP remain at acceptable levels of service. For example, the TUMF has been used to improve the Clinton Keith interchange in the City, as well as expand the number of lanes on I-215 east of the City. Following implementation of mitigation measure **TRA-03**, the proposed project and associated future development would pay its pro-rata share of future roadway improvement costs for roads subject to the CMP. With implementation of mitigation measure **TRA-03**, this impact would be less than significant.

c) **No Impact**. The proposed project and associated future commercial development would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. The maximum allowable height of the project at 50 feet is significantly less than the height of the terrain in the vicinity of the project site. Since the location and height of the project would not affect air traffic patterns or aircraft operations from any private or public airport, no impacts are foreseen.

d) **Less Than Significant Impact**. The proposed project includes dedication of right-to-way to the City to accommodate anticipated vehicle movement as a result of future commercial development on the project site. This dedication of right-of-way would expand the southeast corner of the Orange Street/Bundy Canyon Road intersection. The City has site design criteria that govern the placement of driveways to allow for adequate sight distance and turning movements. These provisions would become effective at the time of plot plan consideration and approval. As the proposed project will widen existing roadways and install improvements along its frontage, and existing City ordinances will review the placement of driveways for sight distance and turning movements, this impact is considered less than significant.

e) **Less Than Significant Impact With Mitigation Incorporated**. Future development associated with the proposed project would likely include access from Bundy Canyon Road in the vicinity of the I-15 southbound onramp. Mitigation measures **TRA-01** and **TRA-02** and the dedication of the right-of-way along Bundy Canyon Road will allow for adequate area-wide and on-site emergency access and the implementation of local emergency response plans. Following the implementation of mitigation measures **TRA-01** and **TRA-02**, any impacts would be less than significant.

f) **Less Than Significant Impact**. The proposed project will construct sidewalk improvements along Orange Street and Bundy Canyon Road for the frontage of the property consistent with City requirements. All roadway and driveway improvements within the City's right-of-way will be designed to comply with design criteria contained in Chapter 16.24 of the Wildomar Municipal Code, including the construction of sidewalks, curbs, and gutters along the property frontage.

The proposed project site is not located on a current Riverside Transit Authority transit line, bike lane, or pedestrian path and does not impact any trail plan. Impacts are less than significant.

MITIGATION MEASURES

TRA-01 Construct Orange Street from Bundy Canyon Road along the project frontage to the ultimate half-section width as a Secondary Highway Standard (100-foot right-of-way), including landscaping and parkway improvements, in conjunction with development.

Timing/Implementation: *Prior to the issuance of a building permit for future development*

Enforcement/Monitoring: *City of Wildomar Planning Department*

TRA-02 Construct Bundy Canyon Road from Orange Street to the I-15 freeway southbound onramp at its ultimate half-section width as a Urban Arterial Standard, including landscaping and parkway improvements, in conjunction with development.

Timing/Implementation: *Prior to the issuance of a building permit for future development*

Enforcement/Monitoring: *City of Wildomar Planning Department*

TRA-03 Prior to issuance of any building permit on the project site, the project applicant(s) shall pay the appropriate Transportation Uniform Mitigation Fee to the Western Riverside County Council of Governments. The required Transportation Uniform Mitigation Fee as of January, 2013 required by the WRCOG is $6.66 per square foot of retail space. *(Note that the fee amount is current as of this document; however, the fee may change over time and the current fee must be paid at the time of issuance.)*

Timing/Implementation: *Prior to the issuance of a building permit for future development*

Enforcement/Monitoring: *City of Wildomar Planning Department*

17. Utilities and Service Systems

Issues: Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		✓		
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?			✓	
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
g) Comply with federal, state, and local statutes and regulations related to solid waste?		✓		

The Elsinore Valley Municipal Water District (EVMWD) will provide sewer services for the proposed project. The EVMWD has an adopted Water Distribution Master Plan, 2008, and Wastewater Master Plan, 2008, that are designed to meet the service needs of future growth. The EVMWD considered the impacts of the master water and sewer plans in the Draft Program Environmental Impact Report for the Water Distribution Master Plan and Wastewater Master Plan (SCH 2008111100). The EIR was circulated for public review and certified by the EVMWD in July 2010. The EVMWD also maintains separate construction standards and requirements for connection to their facilities.

Estimated Water and Wastewater Demand

The EVMWD does not provide water or wastewater generation rates for nonresidential development. The determination of water and wastewater demand is based on plumbing "fixtures" provided in the building plans during the building permit process. As the proposed project has no building plans, estimates of water and wastewater demand are based on similar development in the area. The City of Corona to the north of Wildomar uses an estimate of 1,050 gallons per day per acre for commercial uses in their Sewer Master Plan. The City of Murrieta to the south of Wildomar uses 0.402 gallons per day of

water demand per square foot of commercial space in their General Plan Update Water Supply Assessment. Assuming a floor area ratio of between 0.25 and 0.50 for the proposed project, the 9.50 acres of developable land remaining after roadway improvements on the Bundy Canyon Road and Orange Street site could result in a water demand of between 4,200 and 8,300 gallons of water per day. Using the 1,050 gallons per day per acre for wastewater demand, the 9.50 acres would have a need of 9,975 gallons per day. As the wastewater demand is seldom more than the water usage for commercial property, and both water and wastewater demand is based on area estimates outside of EVMWD, 10,000 gallons per day for both water demand and wastewater generation will be used as a conservative figure in this analysis.

To determine future water demands within its service area, the EVMWD based the predictions contained within the 2011 UWMP on the existing year (2010) demands calculated as a product of the 2010 population and the 10-year baseline per capita water use. Starting from 2020, future demands were calculated as the product of the population and the target water use was established for the EVMWD using the summation of three performance standards: indoor residential use, outdoor residential use, and commercial, industrial use, and institutional (CII) use. Water demand for 2015 was calculated as halfway between the usage in 2010 and 2020. Water use projections for years 2015, 2020, 2025, 2030, and 2035 are presented in **Table 17-1**.

Table 17-1
EVMWD Demand Assumptions and Predictions

Projections	2015	2020	2025	2030	2035
Population of service area	136,133	149,852	162,626	174,579	185,102
Employment	24,699	27,458	32,272	37,086	41,900
Housing	46,388	51,297	55,774	59,921	63,888
EVMWD Water Deliveries (acre-feet per year)	37,292	40,338	43,777	46,995	49,827

Source: EVWMD 2011

The projections provided in **Table 17-1** include the demand projections of the area served by the Farm Mutual Water Company. The 2011 EVWMD Urban Water Management Plan states that it is assumed that demand within the District will increase proportionally to the water demand increase within the EVMWD service area.

Sewer service will be provided through connection to an existing 12-inch sewer line in Bundy Canyon Road. The existing sewer line connects to the Regional Wastewater Treatment Plant located on 14980 Strickland Avenue, in the City of Lake Elsinore. Although only Parcels 1 and 2 of the proposed project front onto Bundy Canyon Road, sewer connection for other parcels on the project site will be through mutual access and utility easements under the parking and driveway areas shown on the Parcel Map (see **Figure 3a**). According to the California Regional Water Quality Control Board Order No. R8-2005-0003, the treatment plant has a capacity of 8 million gallons per day (mgd) with an average flow of approximately 4.66 mgd resulting in a treatment capacity of approximately 3.34 mgd.

Water services will also be provided by the EVMWD, which obtains potable water supplies from imported water from the Metropolitan Water District, local surface water from Canyon Lake, and local groundwater from the Elsinore Basin. The EVMWD has access to groundwater from the Elsinore Basin, Coldwater Basin, San Bernardino Bunker Hill Basin, Rialto-Colton Basin, and Riverside-North Basin. Almost all of the groundwater production for potable use occurs in the Elsinore Basin. Imported water supply is

purchased from Metropolitan via the Eastern Municipal Water District and Western Municipal Water District. The EVMWD plans to expand its recycled water system to provide recycled water for irrigation users and to maintain water levels in Lake Elsinore during normal and dry years (EVMWD UWMP 2011). Per Metropolitan's Regional Water Urban Water Management Plan (RUWMP), Metropolitan indicates that its existing supplies are adequate to meet the projected demands in all hydrologic conditions through 2035 (Metropolitan Water District 2010). Implementation of planned supplies by Metropolitan increases reliability and maintains an adequate reserve. Based on Metropolitan's 2010 RUWMP, it is assumed that imported water is fully reliable during average, dry, and wet years. The EVMWD Urban Water Management Plan projects a 2035 water demand of 65,258 acre-feet per year, with a projected supply of 70,581 acre-feet per year. With an estimated water demand of 10,000 gallons per day, the proposed project represents 11.2 acre-feet per year. As the project is consistent with the General Plan land use designation and the zoning for the site, the water demand is included in the 2011 Urban Water Management Plan. The project will connect to an existing 12-inch water line in Orange Street. Development of the project was considered in the Urban Water Master Plan as part of the City of Wildomar General Plan.

Electric, gas, cable, and telephone services would be extended onto the site from existing lines in Orange Street (see **Figure 3a**). Electricity would be provided by Southern California Edison. The site is located within the boundaries of the Lake Elsinore Unified School District. Local government services are provided by the City of Wildomar. Fire and security services are provided by the City of Wildomar through contracts with the Riverside County Fire Department and the Riverside County Sheriff's Department.

DISCUSSION

a) **Less Than Significant Impact.** The San Diego Regional Water Quality Control Board regulates wastewater discharges within the portion of the City of Wildomar encompassing the project site.[5] Future development on the project site would receive wastewater services from the Elsinore Valley Municipal Water District. As the EVMWD has an estimated available treatment capacity of 3.34 mgd, and the proposed project is estimated to use 10,000 gallons of wastewater per day, future development will not require or will not result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects. As a result, no significant impacts are anticipated and no additional mitigation measures are required. Urban runoff-related water quality impacts associated with construction and operation of future commercial development on the project site are discussed in Subsection 9, Hydrology and Water Quality, of this IS/MND.

b) **Less Than Significant Impact With Mitigation Incorporated**. The EVMWD sewer line is sized to accommodate development of the proposed project and based on the Master Sewer Plan. While no buildings are proposed with this application, future development would result in a need for both water and wastewater services. The 10,000 gallons per day estimate is considered

[5] *The city lies within two different watersheds and therefore is subject to the jurisdiction of two different regional boards: Santa Ana (Lake Elsinore) and San Diego (Santa Margarita River). This would require the City to administer two separate MS4 permits, which would add considerably to the cost and burden of development. The City requested to be governed by one MS4 permit to reduce costs. The City and the Regional Boards agreed that the City would be governed by the MS4 permit issued by the San Diego Regional Water Quality Control Board for the Santa Margarita River watershed. So, no matter where a project is located within the city, it must comply with the MS4 permit issued by the San Diego Regional Board for the Santa Margarita River watershed.*

conservative, as most retail commercial uses generate very little in the way of wastewater. Water demand varies depending on the land use, with gas stations requiring very little and restaurants requiring more because of dishwashers. The 10,000 gallons per day estimate of wastewater demand is approximately 0.01 mgd, which is well below the 3.34 mgd remaining capacity in the Regional Wastewater Treatment Facility. The existing 12-inch sewer line is sized to accommodate development as shown in the General Plan, as well as development farther north on Bundy Canyon Road. Connection to the existing sewer line will require trenching in Bundy Canyon Road, and one or more of the future uses may require filtration devices to remove grease from the sewer; however, these issues would be determined at the time of building permit consideration in consultation with the EVMWD and the Riverside County Environmental Health, and will be the responsibility of the building owner/operator to install and operate (see mitigation measure **UTL-01**). No other wastewater improvements will be necessary to serve the proposed project. The 10,000 gallons per day water demand represents approximately 11.2 acre-feet per year, which is approximately 0.02 percent of the demand anticipated in 2035 by the EVMWD Urban Water Management Plan. Similar to wastewater, water demand is based on plumbing fixture units and is calculated at the time of building permit issuance. The existing water lines in Orange Street are 12 inches in diameter and designed for commercial development. There is also a parallel 8-inch water line in Orange Street west of the 12-inch line. City improvement standards require installation of fire hydrants, and the California Building Code will require fire sprinklers. A 12-inch water line provides sufficient water supply for fire sprinklers, hydrants, and potable use on the site. The project will be required to install backflow prevention devices as well as water meters within the property. Other than trenching in Orange Street to connect to the existing water line, no other off-site improvements are necessary. There is adequate capacity for both wastewater collection and treatment as well as water demand for the site. Construction to connect to the existing water and sewer line(s) will involve trenching in city streets that will require traffic plans and dust control which is required as part of the encroachment permit process. The EVMWD also has construction standards that must be followed before connection to their facilities. Impacts to water and wastewater from the proposed project are considered incremental and less than significant with implementation of mitigation measure **UTL-01**.

c) **Less Than Significant Impact**. The proposed project includes an on-site storm drainage basin with sand infiltration designed to meet the demand of full development of the project site. (see Appendix F) The basin will be connected to an existing, but only partially constructed, MS4 line that will eventually connect to Lake Elsinore, the receiving water body. On-site runoff would be incorporated into the existing drainage system along Bundy Canyon Road and Orange Street after treatment by the best management practices identified in the required water quality management plan (and discussed in Subsection 9, Hydrology and Water Quality, of this IS/MND). Because the proposed basin is designed to accommodate full construction on the project site and the project will connect to the MS4 facility, no new or expansion of existing stormwater drainage facilities would be necessary. No significant impacts associated with new or expanded stormwater drainage facilities are anticipated.

d) **Less Than Significant Impact**. The project site is within the service boundary for the EVMWD, and future development on the project site would be connecting to the EVMWD's water service infrastructure. The projected 10,000 gallons per day equals approximately 11.2 acre feet per year. A calculated 11.2 acre feet per year represents approximately 0.02 percent of the anticipated water demand throughout the EVWMD in 2035. (See Table 17-1) The development of the proposed project as commercial use was anticipated in the UWMP for the District and is

reflected in the projected 2035 water delivery estimates. As the demand was projected, and there is adequate water in the District, this impact is considered less than significant.

e) **Less Than Significant Impact**. As described above, future commercial development on the project site would connect to water and sewer service infrastructure. The projected 10,000 gallons of water per day represents 0.01 mgd and is less than the 3.34 mgd remaining treatment capacity. Impacts on the sewer treatment plant from the proposed project are considered less than significant.

f) **Less Than Significant Impact**. The main disposal site in the vicinity of the project site is the El Sobrante Landfill in Corona. The El Sobrante Landfill (Cal Recycle Solid Waste Information System Number 33-AA-0217) is projected to reach full capacity of 184,930,000 tons in 2045. (Cal Recycle) The landfill covers approximately 1,322 acres and receives approximately 16,054 tons per day. Commercial development is required by AB 32 to have recycling which will reduce the amount of solid waste going to the landfill. In a 2006 study, commission by the California Integrated Waste Management Board (CIWMB) conducted under the California Environmental Protection Agency (CEPA) titled, *Targeted Statewide Waste Characterization Study: Waste Disposal and Diversion Findings for Selected Industry Groups,* solid waste generation was measured for select land uses including retail and restaurant uses. The study estimates solid waste generation primarily by employee, but also provides pounds per 1,000 square feet for shopping malls and larger office buildings. Since the number of employees cannot be known at this time, the shopping mall rate of 1,000 pounds per square foot per year is assumed. With this generation rate, and an assumed total square foot of building area of between 103,455 and 206,910 square feet for buildout of the entire project site, the project could generate between 142 and 283 tons of solid waste per day at full buildout. These rates do not take into account mandatory recycling or other diversion that might occur as part of the businesses and is likely an overestimate of solid waste generation. (Floor area ratio of 0.25 and 0.50 for the 9.5 acres of the property remaining after roadway improvements.) Using this generation rate, the proposed project could result in an increase between 0.88 and 1.77 percent to the existing solid waste disposal at the El Sobrante Landfill. This impact is considered less than significant.

g) **Less Than Significant Impact With Mitigation Incorporated**. Future commercial development on the project site would be subject to the Solid Waste Reuse and Recycling Access Act of 1991. The act requires that adequate areas be provided for collecting and loading recyclable materials such as paper products, glass, and other recyclables. Mitigation measures are proposed by the Riverside County Waste Management Division to ensure compliance with the act. Through the implementation of mitigation measure **UTL-02**, solid waste impacts resulting from the future commercial development on the project site would result in a less than significant impact.

MITIGATION MEASURES

ULT-01 The project applicant(s) for future development on the project site shall obtain approval from the Riverside County Department of Environmental Health before receiving water and wastewater service from the Elsinore Valley Municipal Water District.

Timing/Implementation: *Prior to the issuance of a building permit for future development*

Enforcement/Monitoring: *City of Wildomar Planning Department; Riverside County Department of Environmental Health*

UTL-02 Prior to the issuance of a building permit for future development on the project site, the project applicant(s) shall submit a recycling collection and loading area plan to the Riverside County Waste Management Division for approval.

Timing/Implementation: *Prior to the issuance of a building permit for future development*

Enforcement/Monitoring: *City of Wildomar Planning Department; Riverside County Waste Management Division*

VI. MANDATORY FINDINGS OF SIGNIFICANCE

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

DISCUSSION

The following are Mandatory Findings of Significance in accordance with Section 15065 of the CEQA Guidelines.

a) **Less Than Significant Impact with Mitigation Incorporated.** Based on evaluations and discussions contained in this IS/MND, the proposed project and associated future commercial development on the project site have a very limited potential to incrementally degrade the quality of the environment because the site was previously disturbed according to the Riverside County Land Information System (2012), is not in an environmentally sensitive location, and is consistent with the City of Wildomar General Plan. As a result, the proposed project would not significantly affect the environment with implementation of the mitigation measures contained in this IS/MND.

b) **Less Than Significant Impact with Mitigation Incorporated**

Aesthetics

Implementation of the proposed project and associated future commercial development on the project site would not contribute to cumulative visual resource or aesthetic impacts. The City's plot plan application process will ensure future commercial development is in compliance with City zoning and design standards regulating building design, mass, bulk, height, color, etc. Thus, less than cumulatively considerable impacts to aesthetic resources are anticipated under cumulative conditions.

Agricultural Resources

Implementation of the proposed project and associated future commercial development on the project site would not contribute to cumulative impacts to agricultural resources or forestland impacts. Thus, less than cumulatively considerable impacts to agricultural resources and forestland resources are anticipated under cumulative conditions.

Air Quality

The SCAQMD's approach for assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and State Clean Air Acts. As discussed earlier, the proposed project would be consistent with the AQMP, which is intended to bring the Basin into attainment for all criteria pollutants. In addition, the construction and operations emissions calculated for the proposed project (see Table 3-1, 3-2 and Table 3-5) are less than the applicable SCAQMD daily significance thresholds that are designed to assist the region in attaining the applicable State and national ambient air quality standards. As such, cumulative impacts would be less than significant.

Biological Resources

The potential for impacts to raptors and migratory birds is addressed through mitigation. The cumulative biological impacts associated with the project have been mitigated through payment of mitigation fees required by the MSHCP and the Stephen's Kangaroo Rat Habitat Conservation Plan.

Cultural Resources

Future commercial development on the project site could contribute to an increase in cultural resource impacts. However, mitigation measures identified in Subsection 5, Cultural Resources, of this IS/MND would reduce the potential impacts associated with future development on the project site. Thus, the project would have a less than cumulatively considerable impact.

Geology and Soils

Project-related impacts on geology and soils associated with future commercial development on the project site would be site-specific, and development on the site would not contribute to seismic hazards or water quality impacts associated with soil erosion. Therefore, the proposed project is anticipated to have no impact on cumulative geophysical conditions in the region.

Greenhouse Gas Emissions

The greenhouse gas analysis provided in Subsection 7, Greenhouse Gas Emissions, evaluated the proposed project's cumulative contribution to global climate change and determined that the project would not create a cumulatively considerable environmental impact resulting from greenhouse gas emissions.

Hazards and Hazardous Materials

The proposed project might lead to the construction of a gas station on Parcel 1 of the site. Gas stations are regulated by the City through zoning, which is either permitted in a C-P-S district without concurrent sales of alcohol or requires a conditional use permit if alcohol will be sold. The operation of the gas station is also regulated by the California Department of Toxic Substances Control, which would monitor the underground storage tank(s) and possible spills on

the site. The Riverside County Department of Environmental Health also regulates underground storage tanks and requires preparation of a hazard materials plan for any business using such materials. Finally, the South Coast Air Quality Management District regulates fumes and vapor from operation of gas pumps and machinery. While none of the other uses on the site would be anticipated to use, store, or sell hazardous materials similar to those of a gasoline station, the Department of Environmental Health regulates hazardous materials through its Business Emergency Plan/Handler Program. The State of California requires an owner or operator of a facility to complete and submit a Hazardous Materials Business Plan if the facility handles a hazardous material or mixture containing a hazardous material that has a quantity at any one time during the reporting year equal to or greater than:

- 55 gallons, 500 pounds, or 200 cubic feet at standard temperature and pressure for a compressed gas

- The applicable federal threshold planning quantity (TPQ) for an extremely hazardous substance (EHS) listed in Appendix A, Part 355, Title 40, of the Code of Federal Regulations

- Amounts of radioactive materials requiring an emergency plan pursuant to Parts 30, 40, or 70 of Chapter 1 of Title 10 of the Code of Federal Regulations

The proposed project and associated future commercial development on the project site are not expected to utilize or contribute to hazards associated with the accidental release of hazardous materials. However, even if hazardous materials are used on the site, compliance with federal, state, and Riverside County regulations will ensure that cumulative hazard conditions are less than cumulatively considerable.

Hydrology and Water Quality

Future commercial development on the project site has the potential to result in cumulative hydrology and water quality impacts; however, the mitigation measures identified in Subsection 9, Hydrology and Water Quality, would reduce the project's potential cumulative impacts on hydrology and water quality to less than cumulatively considerable. Further, the on-site stormwater detention system has been oversized because the existing 60-inch stormwater drain that traverses the project site is not complete. Once the line is complete, the storm drainage system will have both on-site detention and a method to discharge to the receiving waters. As proposed, the project has both short-term stormwater detention and a long-term connection to planned regional drainage.

Land Use and Planning

The proposed project and associated future commercial development on the project site are consistent with the existing land use designation of the General Plan and the zoning district. The proposed division of the site is consistent with other commercial development in the project area. Future development of Parcels 3 through 7 will require completion of a plot planning process that also requires additional environmental review. As the proposed project area is surrounded by urban development, and the project is consistent with both the zoning and General Plan designations for the site, the project would result in no cumulative impacts to land uses.

Mineral Resources

The proposed project and associated future commercial development on the project site would not result in any site-specific significant impacts to mineral resources. Less than cumulatively considerable impacts under cumulative conditions are anticipated.

Noise

Future commercial development on the project site would result in temporary and permanent changes in the ambient noise levels in the vicinity; however, the mitigation measures in identified in Subsection 12, Noise, of this IS/MND would mitigate cumulative noise impacts to less than cumulatively considerable.

Population and Housing

The proposed project and associated future commercial development on the project site would not result in any impacts to population and housing. Less than cumulatively considerable impacts under cumulative conditions are anticipated.

Public Services

The proposed project is not expected to contribute to cumulative public service impacts. Future commercial development may result in impacts to fire and police protection. However, these activities would be offset through the implementation of development impact fees. Future development would not result in a cumulative increase in the severity of public service impacts. Thus, less than cumulatively considerable public services impacts are anticipated.

Recreation

The project and associated future commercial development would not contribute to park and recreation impacts. Therefore, the proposed project would not contribute to cumulative parks and recreation impacts, and less than cumulatively considerable impacts are anticipated.

Transportation/Traffic

Future commercial development on the project site would contribute vehicle trips to the circulation network under cumulative conditions. The project applicant(s) would be responsible to implement and pay their fair-share contribution toward necessary improvements. Through the payment of fair-share contributions, future development's impacts to cumulative traffic conditions would be reduced to less than cumulatively considerable. Payment of the fair share contribution is made through payment of TUMF as required by mitigation measure **TRA-03.**

Utilities and Service Systems

Construction activities related to the future development on the project may result in temporary impacts to utilities and service systems, including solid waste. Mitigation measures proposed in Subsection 17, Utilities and Service Systems, of this IS/MND would reduce the cumulative impacts to less than cumulatively considerable.

c) **Less Than Significant Impact With Mitigation Incorporated**. The proposed project and associated future commercial development do not have the potential to significantly adversely affect humans, either directly or indirectly. While a number of the future development impacts were

identified as having a potential to significantly impact humans, with the identified mitigation measures and standard requirements, these impacts are expected to be less than significant. With implementation of the identified measures, the proposed project and associated future development are not expected to cause significant adverse impacts to humans. All significant impacts are avoidable, and the City of Wildomar will ensure that measures imposed to protect human beings are implemented.

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